The Sea People

PEACE IV Across the Atlantic
Hard Slog to San Francisco
Cat Corner – French Calanque
News from SeaPeople
ANNA SOPHIA - Atlantic Islands
Hints & Tips

No 52

JUNE 2003

SAILS

Jeckells
THE SAILMAKERS

The official Sailmaker for Wharram catamarans

With more than 40 years experience we understand the Tiki and Wharram rigs better than anyone else.

A wide choice of materials together with our traditional sailmaking skills allows Jeckells to design and construct sails to meet your particular requirements.

All Wharram sails guaranteed for 5 Years

Jeckells
THE SAILMAKERS

For further details
contact Chris Jeckells
On Telephone 01603 782223
Fax 01603 784023
Email chris@jeckells.co.uk
Web Site www.jeckells.co.uk

Jeckells
THE SAILMAKERS

Contents and Contacts

The Sea People

Magazine of the Polynesian Catamaran Association

© PCA 2003

Editorial	Miscellaneous Musings	5
News	News for Sea People	4
	News from Sea People	23
	Cat Corner – Southern France	28
Seamanship	PEACE IV – Across the Atlantic	6
	ANNA SOPHIA – Cape Verde to Guadaloupe	14
	TAHIARII's Hard Slog to San Francisco	18
Construction	Hints and tips	21
	Boats in Progress	22
Pot Pourri	Letters	30
	Feedback	31
	Ditty Bag	31,32

Contacts

Editorial Team:
Dave, Ken & Anita <your name needed here !>

Editorial Address :
PCA, 118 Howeth Road,
Bournemouth, Dorset, BH10 5NS, UK
+44 (0)1202 531445

e-mail: editor@pca-seapeople.org
website : www.pca-seapeople.org

Cover Picture: Ann & Neville Clements with guest (?) aboard PEACE IV after their Atlantic crossing.

Photo courtesy of Bertrand Fercot

From the PCA Constitution:
The objects of the Association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
"Polynesian Catamarans" shall mean the various classes of catamarans as designed by James Wharram.

News for Sea People

PCA SUMMER MEETS

- We'll be presenting a colourful new facet of the PCA at all 2003 events. Be there to see it.
- We've had numerous queries about what locations we'll have this year, unfortunately everyone seems to be relying on everyone else organising these meets. All that really needs to happen is for one or two members (with a boat between them is to state that they will be at such and such a location on a specified date (or dates). The PCA committee will support these individuals with logistic support, mailing to neighbouring members, resolution of clashes with other possibly neighbouring events, prizes for attendees. What we can't help with is the weather ;-(
- Hoping for good turnouts at all meets
- Have a great summer (Sorry southern hemisphere members).

NOMINATION OF OFFICERS FOR PCA COMMITTEE ROLES

- Nominations for officers for election have now closed.
- Anita Hook has offered to serve as Treasurer in the absence of any other nomination. She has been proposed and seconded for this role.
- All other standing officers are available for re-election.

ELECTION OF PCA COMMITTEE

- Please find enclosed a ballot paper for the election of officers for committee for the 2003/2004 year.
- Only one new face has stepped forward, Anita Hook to fill the vacancy left by Olly Mullett.
- Your vote counts! It may not seem like it does when there are no choice of candidates, but if nothing else you get the chance to say what you think of the committee performance over the previous year (good and bad). If it's not good, please try and couch things as constructive criticism. Also a good time to advise us of your news, photos etc all of which can be returned.

APOLOGIES (missing promised articles)

- NO RCD Concluding article in this issue, all info gathering not completed
- NO Biodiesel article (same excuse as above)

Dave Peak (Editor)

2003 PCA	Meets & other Events	Contact
June 13-15th	Austrian Wharram Meet	Gerald Winkler
July – Aug	A number of UK boats are planning cruising from the Solent & to the Channel Isles + St Malo to link up with PCA boats and members already resident in the area. Check website for final details.	Ken Hook
July – Aug	Other meets still being finalised. See website and we'll advise by mail (& e-mail) as these become consolidated.	Check website
Aug 22-25th	Poole Area Meet	Ken Hook
Sept 20th	PCA AGM, Dolphin Hotel, Southampton	Ken Hook
Dec	Roger Ayres is hoping to hold a meet in the Florida Keys	

How to host a Meet

Prompted by a letter from Dave Brooman asking about the possibilities of a meet in NW England or N. Wales & similar mail about a Florida meet raised the question -

What's needed to host a meet ?

* Enthusiasm & optimism
- Minimally one (or two) boats, preferably Wharrams
- A couple of anchorages within a days sail
- Pre-designated pickup points
- Site for a BBQ or restaurant

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've attended meets at 4 different locations. They've all been different and they have all had their own personalities and charm.

Organising a regional social is even easier -
All you need is to designate a time and a place,. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailings (these usually produce best results).

Miscellaneous musings

I have to admit that the increase in boats for sale in the Ditty Bag area tends to sadden me. Whilst it's true that when one door closes, another opens. A boat for sale, is an opportunity for another Wharram afficcianado to go sailing. The thing that saddens me is that someone, for whatever reason, has or is giving up on their dream. Unless, of course they are trading up or down to another Wharram.

So it was with great pleasure that I received an e-mail from David Dawes, who I've corresponded with infrequently over the last couple of years. David bought a Pahi 42 a couple of years ago, but with one thing and another had to sell her shortly after purchase. I could tell from the tone of his previous correspondence that he was extremely disappointed with the turn of events that had forced the sale upon him when he seemed so close to achieving his dream of owning and sailing one of the larger Wharrams. Most people dealt a crushing blow that David had, just seem to give up. David however did not, he lowered his sights somewhat, bought a Tiki 21, started a new job and life in Florida. David in his most recent mail informed me that he'd recently purchased a Narai for his future cruising plans. I am so pleased for David.

I hope his encouraging story fortifies everyone out there who feels depressed and doesn't see the light at the end of the tunnel, whatever stage their dream is at. I'm always encouraged by the wisdom of an american navalarchitect/designer, and his observation on the owner/builders - When asked what the most important attribute a boatbuilder can bring to their project, he replied "Perseverance".

Speaking of perseverance, another beacon of light is Robert Young's tale of a Tane build that has taken him 29 years todate. "Fire Dragon" is expected to be launched later this summer (watch for future issue). Robert's been a PCA member for these same 29 years

A big thank you is due to Robert, who has loaned the PCA office his copies of every "Sailorman" issue from Decemeber 1969. He has also loaned us copies of some missing issues of "SeaPeople". We have received similar loans of "lost" issues from James and Hanneke and also Mike and Jenny Wynn and no less thanks go to these individuals.

The PCA office is using these copies to create a complete archive of Sailorman/SeaPeople. This is a long term ongoing project due to the labour intensive nature of the project. We'll update the magazine grid (enclosed and on the website) as these back issues become available. The first "reproduction" has gone out and we're waiting for feedback.

All members sending in articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing, burgee + the articles that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc is fine also)
and pcapix@pca-seapeople.org (for pictures or drawings) .jpg format preferred (others less so)
(pictures should be scanned in at 300dpi resolution and size should be no more than 300K please)

PEACE IV – Across the Atlantic

Ann and Neville Clement **Tiki 46**

Nov 2002

The internet cafe is quite confusing in Portuguese and Spanish and my system here on the boat was hard to figure out how to connect to a Spanish server that would work. The guy on the next boat (Wharram Pahi 35 "Aereoi") came over and tapped the keys and now it works. He also just looked at the radar and now it works and the same with the wind instruments. He is a clever guy. Alan and Rose have come from Britain and are comfy in their boat which is no longer flexible and has a large cabin joining the two hulls. They go in the dry from hull to hull.

Unfortunately, we were not able to get to Culatra. Lucky us, though, because we usually have Christiano aboard a Narai here in harbor and he is a young guy that I call a professor of Wharram sailing. His boat appears to be built to plan and is called "Tayo". Currently he is off sailing on the end of the island but intends to come back shortly and I will get the right name to you. The boat is bright yellow and looks good. He has had some interesting and stormy trips over the years including I think it was three trans Atlantics and some harsh conditions using drag devices now and again with good effect. He is a nice guy about 30 and cute as can be but a little shy. Nev and I are old enough to be his parents which we find amusing and we are pleased to say that the three Wharram boats here are all visiting together just as we hoped we would find once we got "out there". So maybe getting to Culatra was not as essential as we had thought.

Our masts are now rigged properly and we only wish we had been told the details of how to set them up right at the start. We certainly think these boats are made differently from the usual non-flexible kind of design you usually find. So getting the masts rigged properly is quite important. If there were any other information about rigging that we still do not have, it would be good to get it now.

Ann apparently on a teabreak

We intend to cross the Atlantic this year if we can. We are thinking of January first week and John Barker hopes to crew for us. We both feel comfortable with John. If he can't come, we hope to go alone and now that the masts are ok, I think we will be ok too. It is the way we always planned to cross - just us two.

Canaries

Copy of letter to JWD -

Hello to everybody from the land of shorts, tee shirts and bare feet, we are now in Porto Naos in Lanzarote and have been finally able to get the computer and e-mail system working again. I think we will be ok and on line from now until we leave the Canaries.

I guess the take home lesson from all our mast troubles is that it would have been best to have learned about the details of the rigging situation before we left Bristol because we would certainly have followed all your suggestions to the letter then and not had the damage later on. We have never owned a flexible boat before and did not anticipate the special needs and problems, which we now understand from bitter experience.

The ropes stretched at the beam lashings, the bow bridle lashings, and the shroud lashings and we did not expect so much stretch. We got Marlow rope that was pre stretch and met your requirements and thought we were ok. Warnings about the need for several tightening sessions right at first would have been followed and would have helped. Flexible boats are different and have special needs. As new owners, we needed that information.

Our roller furling has a bottle screw and it could have been tight enough if we had only known. We also did not know to bow the sprit with strong tension and use of the inner forestay before putting on the fore stay and roller rigging as tight as possible. We did use the inner forestay but only to support the mast while it was being stepped. It was not part of our tightening routine. Special instructions to use the inner forestay that way would have been followed as we have tried to follow all your instructions during the entire build.

I think it is a shame for such good boats to have serious problems that could be avoided. I think these boats deserve a better reputation than they sometimes have and certainly you as designers also deserve top reputations and that will be easier to get and hold if more information can go to the builders and owners. A sheet of paper with special rigging instructions for flexible boats would not cost much and it would prevent problems. My family always said it was easy to ruin a reputation and hard to get and keep a good one. That was right. Your reputation is partly supported by the knowledge of your builder - owners. We would have followed instructions.

A lot of folks saw the photographs of our too far tilted mast when we were in Bristol but nobody spoke up about it then. So we did not know there was a problem. We had some highly experienced Wharram folks visit us then and we asked for advice all the time.

The cross grain you saw in the mast foot was a photo of the repair work

PEACE IV – Across the Atlantic

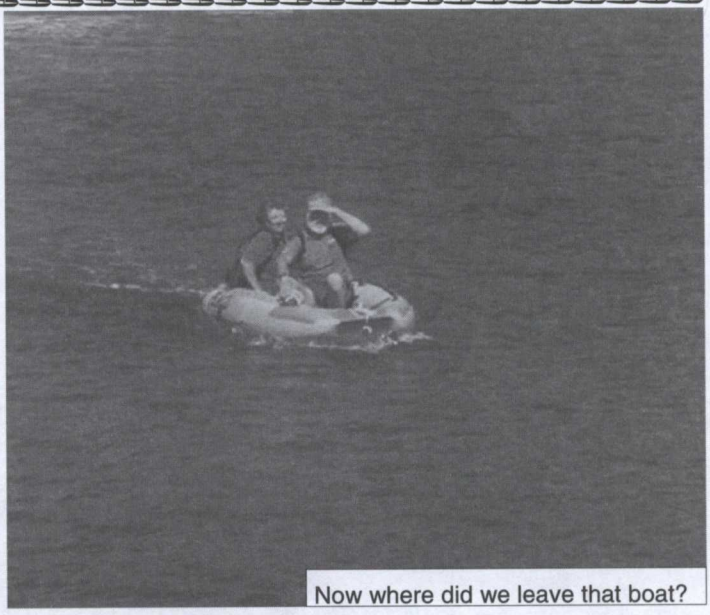
Ann and Neville Clement **Tiki 46**

Nev did after we lifted the mast in Madeira and it is not of the original mast foot that broke offshore. The mast foot that broke was made by Noble Masts in Bristol and it was made of oak with the grain cleverly set at many angles because Wesley glued several pieces of oak together to avoid cross grain going too far in one direction causing weakness. He makes his living making masts and he makes hundreds of them and sends them all over the world and is well respected so we let him go about his business and think he did well. Nev had to make his repair to the broken mast foot using the wood available and did not have what he needed to make the grain go the way he wanted. He also was limited because we had found that mast difficult to set in place back in Bristol and he had to make the repair easier to fit. It broke the second time as it was lowered because the lifting machinery available to us in Madeira was a forklift with extra long forks and a jet ski zoomed by just at the critical moment and we heard the wood snap. We lifted the mast a second time to repair it again. We are now counting on the block fastened ahead of the masts for support and only had time to coat the second damage to that mast foot with epoxy. When we get to the States, we will have to again lift both masts and rebuild both steps properly with fitted supports and it will all be oak - solid pieces of oak unless you tell us something better to do.

When you say platforms, I suppose you mean the slatted part of the decking. These are all lashed well and cannot lift. The beam lashings are bar tight and knots and ends of ropes are secured. There was some chafe to the paintwork on the beams but the rope was like new. WE HAVE NO DESIGN INSTRUCTIONS FOR DECK POD RESTRAINING BLOCKS. Nev just checked over our drawings. Please send instructions and we will make them up right away. Bob Kupps has ply decking on either side of his pod but we have the slats as designed and there are bearers under those slats that hold the pod pretty well in place. Is more needed?

We had one lug that developed a crack while we were still building back at the farm and we added extra long screws to all the rest of the blocks and put a stud through the cracked one so we feel pretty secure about the lugs but will check all ours again now. Nev had thought of adding metal brackets to support the lugs but we decided in the end to just follow the plan instead.

On our hatches, we have used sealing strips designed for truck body to camper top fastenings and it is working well. I have a hard time breaking suction when we lift the forward hatches to the workshops, which we fasten, shut under spring tension for offshore. We did fit two regular sized hatches over the sitting area in the galley instead of the one large hatch in the design and these are lashed down and also are quite tight and hard to open when we first lift them again after a passage. Normally we only have the companion hatch to the galley and the aft companion hatch to the port hull in use offshore and sometimes a guest uses the starboard hull aft cabin companion hatch too. They all have closing strings on the inside and bungee cords to prevent the wind catching them and are in the lee of the pod and cockpit coamings so don't tend to lift as easily anyway. WE WOULD APPRECIATE ANY INSTRUCTION DETAILS TO HELP US DO BETTER WITH THE CLOSING OF THESE THREE HATCHES. The pod hatch is in constant use off shore and it also has a bungee over the top offshore restricting its lifting ability. I would like to know what system is advisable for fastening these hatches down in a gale and still being able to open and close them from either inside or outside. That would be great to have advice on that issue. We will follow your instructions gladly.



Now where did we leave that boat?

We thought over the outboard engine well lifting and lowering and are pleased with our set up. We have the restraining ropes properly fitted. The engines are easy to lift and lower and quite secure.

I inspect the rudder lashings at each harbor and so far there has been no movement at all. The tillers did need an additional bolt just forward of the rudderpost and Nev has fitted this and tightened it securely. We also have two additional bolts through the tillers forward and aft of the rudders and these are epoxied in. They are quite secure. We have slipped some thin pieces of nylon between the tillers and the rudders to prevent any movement and fill the small gaps there. It is now lots quieter as well.

We will have John Barker go up and see the mast tops when he comes. We saw no damage when we inspected the foremast in Madeira at the time it was lifted.

Our dead eyes are fatter at the base than those you designed where the wires run around them because somebody had suggested it that had experience on Big Cat. Our dead eyes are like eggs with the bottoms fatter than the tops. So the wires are not so tortured going around the bend there.

All the offending swivels on halyard blocks have been lashed so they do not swivel now. I think that is ok up there and we did solve a chafe problem when we were in Bayona.

Well, we hope to find all the gremlins before we cross the Atlantic and I hope to write you a happy letter full of praise. If you think of anything we should look at, please write. If you want to come for a winter warmer, please do. It is not a hard place to get to and we have plenty of room.

December 2002

PEACE IV – Across the Atlantic

Ann and Neville Clement **Tiki 46**

Nev's knee had an abscess that was well under the skin and right hard against the bone - actually it seemed to be under the slippery covering on the bone itself so I was not about to mess with it because infection can actually enter the bones and they take ages in hospital to cure with IV drips etc. Had it been an abscess just under the skin I am sure Nev or I would have cut into it to let the poison out. But he apparently knelt again on the knee right where the abscess was located and it popped with all the poison going into his flesh and that caused the fever spike he had on the way to Madeira. No matter. He is much better now and the redness is gone, the pain is way down, and he is moving about like a good 'un. He still has some healing to do, but it will take many weeks and won't drag him down now.

We now have the beam lashings bar tight, the shrouds quite tight, the masts not leaning against the cases at all and lots of little shims stuck and sikaflexed on either side to keep them where they belong. The new bolted down blocks forward of both masts are working (they keep us relaxed) and all looks well at last. When we get to the States, we will lift both masts again and take our time making any repairs needed while visiting with family and friends in the old harbor. Meanwhile, we will go sailing which is the name of the game.

The Prestige oil spill is about two weeks sailing from here against the wind in Northern Spain. We are stuck out in the ocean alongside Africa well out of the way. Must buy you a map some day now that you are reading letters from all over Creation.

Our passage from Porto Santo in the Madeira islands to Porto Naos in the Canaries, taught us a lot about this boat - it was the time when our relationship with PEACEIV matured and we have greater confidence in her now. Just as with human relationships, your boat shows her stuff when the going gets rough and we took a pounding from a storm and the boat did fine so by coming through together, we have more of a bond now.

Let's start at the beginning. We left on Nov 12 in the morning and moseyed along in gentle winds with only the jib up as we left the wind shadow of Porto Santo. The many colors of that volcanic island were lovely in the morning sunshine surrounded by jewel blue waters and fair weather clouds. Early difficulty getting the Monitor and electric self steering hooked up together convinced us to try the Monitor alone and it worked just fine in winds over 10 knots even though the sails were not balanced at all. So that was a plus for the Monitor and reassuring for us too. We were not interested in speed - just wanted a pleasant sail, so we did not have the fore or main sails up. Strolling along and enjoying the view.

The fish were not biting so we had tins for lunch and sweaters were needed because of the cool breeze but we enjoyed the nice tape-recorded music Nev brought from England. Over night it rained a bit but the stars between showers were truly breath taking. Electric lights in cities rob us of the grand inspiration of a natural night sky.

Weather reports were not clear enough on our little Roberts radio receiver so we could not hear Herb on Southbound Two or the Fish weather net well enough to understand them but we recognized the voices and that cheered us a little. Then the barometer dropped from 1022 down to a low of 1007 over the next two days and we were in the poo. The waves got up, the wind shifted, and the clouds thickened and PEACEIV was in her first storm.

At first the beams worked in the troughs and I guess some high spots in the rubbing surfaces got smoothed off because the early loud creaking got quieter over time and we stopped worrying about it. But when it first started, we feared the worst. Nothing was wrong. It just flexed for the first time. We did hear one part of a weather report about waves in our area being over 25 feet high and I can believe that. We had some splashing up between the deck slats but there was no slamming under the pod. I do not think any wave hit us there and it was a relief actually to experience that safe part of the

PEACE IV – Across the Atlantic

Ann and Neville Clement **Tiki 46**

design. We would have felt or heard hard slamming which is a catamaran's worst feature, but it did not happen and we were pleased. It was good the deck slating was tied down though because some splashing hit there and some water shot up between the slats.

At first we kept sailing under the care of the Monitor, which continued to do well for us even under bare poles with huge following seas. It was nice to be safe in the pod under those conditions and still making an easy 5 or 6 knots with automatic steering, but we eventually decided that we did not have enough sea room to continue with that. Africa would have been just ahead if we had continued or we might have passed the Canaries. So we decided to heave to. We had not tried that before so we experimented a little while until we discovered that we could do it under bare poles with only a slight angle of the tiller lashed so she made 1 or 2 knots in the general direction we needed to go. We actually had a lot of choice about the direction of the drift so that was nice to know about too. While we were hove to we had the Monitor water blade lifted to prevent wear.

The noise of the waves hitting the up wind hull was quite amazing and at first the creaking of the boat flexing was distressing, but we finally determined that all was really quite ok and I finally stopped worrying about the rudders because I could see perfectly well that all the rudder lashings were fine. The masts were fine too. The only thing that was not fine was our tummies because we were both sea sick. We both dislike the wobbly motion of being hove to. We don't mind any kind of sailing motion, but the hove to motion is always when we have trouble. So that meant that the galley was closed except for boxes of crackers, cookies and juice being brought up each day and then brought up again as we leaned over the back of the cockpit vomiting.

In time the conditions became so rough we both stayed in the pod and discovered that we could find several positions to be comfortable in that small bed which was partly occupied by some spare timber for finishing various projects aboard the boat. The radar kept some of the watch for us so we could peek at the screen and leave our heads down and we were glad for the "SEE ME" gizmo at the top of the mast which receives the radar signal from the other boats and magnifies it and sends it back so they think we are a huge freighter. That gave us some peace of mind as we watched one freighter after another alter course without us having to worry about whether they could see us or not.

I was a bit concerned about a seamount in the area with only 4 fathoms depth (24 feet or so) and I suppose we would have not survived if we had gotten near that because waves would have been breaking there. But we were able to "steer" our drift well clear of that and it was nice to have that control.

All was well for most of the storm and then the gremlins got into all the electrics. First the GPS wanted to be updated and complained about us not really being in northern Spain any more. I had to read the book (more sickness) and punch the buttons to fix that problem which was my own fault. Shoulda done it before we left. Meanwhile Nev read the book for the other GPS, which he got out but it did not want to work inside the pod. We plan to set up its antenna in case it is ever needed in the future. On the last day the radar got damp inside and so did the wind indicator so they stopped working, but by then we were past the stormy bit and could see the island so we did not need them. Nev will make repairs so that won't happen again. We don't NEED electric things to sail this boat, but they are nice and make it easier.

We remembered, at the height of the storm, our friend Barb who said over the radio in a similar storm that if she ever got to land she wanted to buy a little house in the country and have a brown eyed dog. Yes, we did think about that. You always do in a storm, but even at the height of it, the waves were magnificent and the power of Nature was awe-inspiring. We must be nuts, but even then we still loved sailing although we did feel our years.

Finally the barometer started to go up, the conditions moderated and because the Canaries have visitors all year around, we could see the jet streams in the sky and that confirmed that our navigation was correct too. I always sing after storms and we had a little food again after we started sailing and then we noticed the land right ahead of us. It was a line of dark blue showing us the profile of the island and it was a most welcome sight.

These are volcanic islands but they really have a dramatic profile. Red, russet, black, and tan earth has been tossed up here and the many mounds are incredible to see with caldera and all the various shapes you read about in books. Lanzarote is a dry island because it is low and the color of the rocks is dark and the heat that rises prevents rain usually so these shapes are clear to see and the color of water and sky set them off perfectly. We did an easy and comfy 6.5 knots with jib only and Monitor steering on a reach in the lee of the land right up to the harbor entrance. We did not want more sail because we did not want to miss those happy hours of sailing.

When we got in, our friend Matt from Savanna (a Swedish boat) came out in his dinghy to greet us and suggested a good place to anchor where we can swim, visit with the other boats and we had a huge party aboard the next day to celebrate. There was a Wharram boat near us and they invited us over for roast lamb Sunday dinner that tasted fine after our days of fasting.

Two cruising Wharrams are here already and another expected soon. There is a Pahi design 35 feet called Areoi and she is now rigid with deck beams glued in place and with full width deck cabin quite comfortable but not to the original

design at all. The other boat is a Narai called Tayo and she is still the way she was designed and built and is quite nice looking. Her young captain is single-handing, gals, and he looks good as well so let's hear from you if you want to have an adventure. We are finally among Wharrams and learning from folks who sail them long distances. The young single hander is now a sailing professor for us - he has made a few trans Atlantics and been in a few storms already so we listen and learn. He had actually tried to meet us before we left because he is interested in our boat design. We keep looking for the 42 footer that is expected but winds have been light lately so she will come around the corner eventually.

An abandoned Wharram was here when we were here in '93 and it remains anchored in the same place festering in the heat. She looks like a little bit of care would allow her to sail again. The hulls and beams look good but the rudders and tillers are beyond repair. She is a classic and was fiber glassed and is painted yellow. Wonder what the story is?

Reading weather forecasts in foreign languages is sometimes difficult and I goofed it up for us. We thought we might have winds about 25 knots and that from astern and only for one day. What we got were sustained winds in the upper thirties and lower forties for two days plus seas reported to be over 25 feet high and it was kind of unpleasant. I was not willing to run with the wind as the boat was easily able to do over five knots under bare poles and I did not want to pass the islands and then have to beat back to them when the storm was over. It was tempting because the Monitor wind vane worked so well and we did not need to go outside because we could keep good watch from the shelter of the deck pod. The motion was good too, but we simply did not have the sea room for that.

So we hove to under bare poles by lashing the tillers a little bit down so the boat tried a little bit to come into the wind but was not able to do it and just fore reached in a wobbly way very calmly while the stormy winds shrieked outside. It was not a bad motion but it was still not true sailing either and both of us felt seasick during the two days we had to be hove to. The boat was fine and there was absolutely no slamming from underneath although some waves crashed into the outside of the windward hull and that was noisy and quite bouncy so we had to be careful how we moved about.

We did not move about much either because of feeling seasick so it worked out ok. Drinking juice and nibbling crackers was all we could manage. PEACEIV did about 1 or 2 knots and we could actually help her move in a helpful direction 30 or 40 degrees either side of dead down wind. The sound of the boat flexing in those waves was quite noisy at first until some of the high spots in the joints between the flexible parts smoothed down and she became quieter. When we got here, we had a careful inspection and decided to tighten all the ropes again, but there was no damage at all. She looked after us well and we had a lovely sail under the jib only all afternoon past the upwind part of the island to the harbor entrance.

Among the lessons we learned is that the Monitor wind vane works fine all by itself if there is over 10 knots of wind so the boat can be really sailing well. In less wind the Monitor gets kind of lost on a reach but that is when we can use electric steering best anyway. So Nev may not need to hook the electric steering to the Monitor after all.

It was too cold for sunbathing but the cloud patterns were lovely and the stars at night were breathtaking. Living on land it is rare to see stars the way we do offshore in a boat.

Xmas

Nev is getting chocolate and I am getting cookies for Christmas. We both dislike shopping. Our mothers are getting phone calls and my kids are getting letters. We are broke this year. When it is hot out, the Christmas season seems oddball indeed. I am in bare feet with the hatch wide open. Santa is nowhere around here, I can tell you that for sure!

We saw a good idea on a Wharram. The guy did not like the splashing that came up between the slats near his hatch so he put some flexible plastic that was kinda stiff and he screwed strip of it under the slats so it covered the space between the slats. By only putting in screws on one side, it allowed dirt and water to slip down. I'll draw it for you and mail it to you.

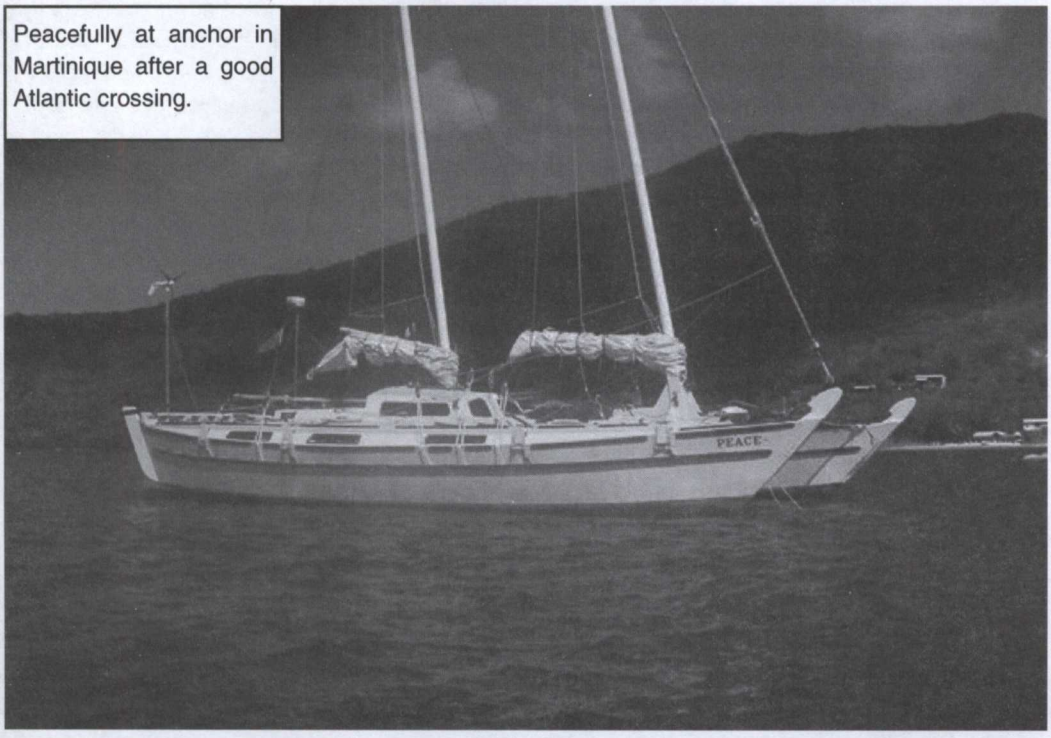
Martinique - January 2003

We left the Canaries on Christmas morning after watching three tots playing in the rigging of the next boat. They wore only their suntans and were playing Tarzan in the rigging with appropriate sound effects and it was a wonderful show. When they were called below for breakfast and diaper change, we lifted our anchor and headed out to sea. Our only Christmas gift to one another this year was this ocean crossing and we must say, it went well.

Here's a short list of the things we now feel are working very well and recommend for the Wharram Designed TIKI 46 must include our latest modification to the self steering Autohelm-to-Monitor hook up which worked perfectly, our electric system of solar panels and Air X Marine wind generator and our battery monitoring system Link 10 (thanks John Armitage). There was never a lack of electricity and we used plenty. Other boats said they were able to see us easily on their radar and we are glad we bought the Sea Me radar enhancer that ensured we would be seen and not run down by freighters as nearly happened to me on my solo Atlantic passage in 1991.

PEACE IV – Across the Atlantic

Ann and Neville Clement **Tiki 46**



Peacefully at anchor in Martinique after a good Atlantic crossing.

Things that did not work included receiving weather forecasts using our Roberts receiver (could not hear Herb or Trudy well enough), the NASA wind direction indicator (back to ribbons in the rigging), and the ventilation system we had in the pod - more will be installed soon. We made the entire passage using only the roller-furling jib. At first this was because we were bone idle and preferred to sit around and drink beer and relax, but later it was to compensate for my injury by keeping the sail plan simple and easy to manage.

Whatever the wind speeds, we seemed to move through the water at about half that speed. All the winds were from the quarter but we were able to sail within 10 degrees of dead down wind. The boat has a gentle motion and we never experienced any pounding and only slight splashing to the bottom of the pod in heavy weather but it was noisy in the hulls at speeds over 6 knots. Had I not been injured, we would have made a faster passage, but it is nice to know that this boat can be handled in down wind conditions by a woman working alone on her watch with an injury though we will install a winch for the furler which was difficult for me. We were 24 days at sea and this was a year of mostly light air between 8 and 12 knots and there were confused seas for the first half of the trip.

She is an excellent sea boat and we felt safe at all times. We had picnics on many days by spreading a sleeping bag out flat on the foredeck and enjoyed sunning and reading and lunch while we kept watch together and thought of family and friends in the UK and USA. If you have not written us recently, please know that we are thinking of you and would like to know what is happening in your lives. There were a lot of things to celebrate including Christmas, Boxing Day, Nev's Birthday, the passage of each 10 degrees west, and the half way point. We had one fancy dress party with Nev wearing his Welsh hat with bells on and me wearing the French flag in front (Martinique is a French island) and the Spanish flag in back (Canaries are Spanish). Most nights we had excellent stars and I saw the nebulae in Orion with naked eye quite clearly. Early in the trip we had such calm, we saw the constellations, including the Southern Cross, reflected in the water and it was clear enough to see each star rise above the horizon. The night sky in the open ocean is a powerful inspiration to me. The only other place where I have seen it so good is in Chilao in the California mountains and the High Sierra.

Then, on the third day of the trip, I fell in the cockpit and dislocated my left shoulder. Yes, I am left-handed. Luckily I was so distressed by the sharp pain, I made a great effort and was able to pop it back in place immediately in spite of the blinding pain. I had an awful taste in my mouth after and may have blacked out. But the only lingering problem was weakness and pain on stress, which is gradually improving with time. I soon determined that I could reef and jibe the foresail alone so we did not stop in the Cape Verde Islands because I did not think we needed to. There was no need for medical treatment and we were able to manage the boat so we continued.

Later that day, and on several other days, we were visited by whales. The first one was a large Fin Back whale nearly as long as the boat and he swam with us about 10 to 30 feet away including underneath the boat and around the stern and bow for about half an hour. We were spell bound and a little frightened as you would be if you had such a large wild animal snorting and blowing around the foundations of your house. One swipe of his tail would have caused quite a lot of damage. We were later visited by other Fin Backs, Sei, and the smaller Minke whales and gradually began to trust these amazing creatures a little more. One visit lasted over an hour and another whale visited in complete darkness and we only heard the blowing, which was quite near. That rattled even Nev's nerves and he woke me up to come out with him. We decided not to shine a light because it might upset him and finally he left us. We had seen dolphins all along the

PEACE IV – Across the Atlantic

Ann and Neville Clement **Tiki 46**

European coast and out to Madeira and the Canaries, but did not see any on the crossing. Lovely white Tropic birds with elegant long forked tails came and flew about and I went into a reverie thinking about them as Good News Messengers from The Gods and felt particularly blessed until one spread a whole lot of that "good news" all over our foredeck. Luckily we were in the cockpit at the time and did not get any on us! Early in the trip we caught fish but later on we did not feel like killing so we watched schools of tuna hunting successfully all around us. Flying fish came aboard whenever there was no moon at night and 5 or 6 were commonly found on deck or in the netting. I saw only one Portuguese Man of War jellyfish and tiny bits of Sargasso sea weed. The petrels did their usual elegant and astonishing flying displays and the color of the water cannot be described but would fetch a fortune if it were in a jewel. Under the boat the color seemed to glow of its own accord.

The boat has an annoying and sharp creak whenever we are in waves over two feet and this is because we made an error when we built the crossbeam at station 9.5 (next to the back of the boat). We did not make the hole for the steel pin properly so it slides back and forth an eighth of an inch and the weight of that beam is considerable so the noise would wake the dead. This will be corrected before we leave this island. Somehow we will get that hole made smaller and somehow we will also put wooden shims wherever the beams do not meet the bottom of the beam troughs. Nev has some wood and some hard rubber and we certainly have the will. Guest beds are right under that beam so it must not continue.

Our GPS navigation instrument needed several corrections as we made our way across the ocean and luckily our friend, Kieran, had shown me how to do it and I was able to figure it out on my own when the time came. As we neared the island I confirmed our position using a simple angle of 15 degrees from horizon to north star and we just ran down the latitude. I was pleased to hear French voices sounding official and the word "Martinique" over the VHF just before we arrived but I was asleep when Nev saw the first lights during his watch. Building this boat and sailing it across the ocean was his life's dream come true, I was so happy for him that night. We dropped our anchor in Grand Anse d'Arlet and made a few phone calls using the mobile phone. Unfortunately we are unable to send international text messages here so a lot of folks were not able to hear of our arrival that day. Also impossible to use our on board e-mail system so are using a friend's computer for this mail.

The sailing was excellent and all down wind. If you want to know what that feels like, just go out and buy a CD disk of Monte Sunshine playing traditional jazz and listen to the fourth song on his "Running Wild" tape which has excellent harmony and a lilting tune set to "The old Rugged Cross". That is now my favorite music and if you ever want to know why I love sailing so much, just listen to that song and tune in to the mood.

We have had two nights here now and are starting to clean up the boat. Our French friends, the Fercots, are here and have had us over to see the Wharram Designed Tiki 30 they are building and treated us to good food, showers, and laundry. Bless such understanding friends! They also are building a Wharram Designed TIKI 46 in their home in France so we are all going sailing together soon and they can see what modifications will be needed for their own boat. Complete strangers on a Swiss boat here in the anchorage brought over a fresh loaf of bread when we got in and said a hearty "welcome to the Caribbean". Back among cruisers at last. From here we see a white sand beach with palm trees shading little houses and simple outdoor restaurants only a couple feet above high water line. The steep volcanic mountains form a green and lush backdrop. Wooden open fishing boats are pulled up on the beach and they fish right here in the bay. This is a banana growing area and also pineapples and sugar cane. It is a strong tropic sun so we must now make that sunshade quite soon. The people on the anchored boats are mostly wearing towels or just unders at mid day if they are not in the nude so we keep cool enough and nobody bothers about aging or pudgy bodies so we are all wearing deep tans without strap marks and cool off by swimming frequently. When visitors come, we put on shorts and tee shirts and I expect we will soon have an evening party in the cockpit when it will be cooler but not cold enough for sweaters now.

We think of you up north with your snow shovels and ice scrapers. We worked hard for five years to build this boat and we are deeply enjoying it now. We would love a visit.

We have mostly rested and recovered after the long voyage across the Atlantic. My dislocated shoulder is healing up nicely and Nev and I have been working a few hours each day making some improvements in the boat. The dreadful creak noise in the crossbeam over the guest cabins is now fixed and the rigging has also been improved. We strengthened the steering and also simplified it and have converted the boat for warm weather cruising because it is really hot down here so near the equator.

This lovely island has many anchorages and it is lush and green with tiny beaches all around and small villages where we can buy the fresh fruit and vegetables from stalls along the beach or from small stores. While it all looks like a dream land, we are told that there is considerable tension between the races due to the wish of the local people of color wanting

PEACE IV – Across the Atlantic

Ann and Neville Clement **Tiki 46**

their own nation in a league with the other islands and to no longer belong to France and ruled by white people far away in Europe. Life is not perfect anywhere. I am impressed with the dignity and grace of the black people and I see that there is an inequality in the economy here. I am told that the government is not equally representing all the peoples of the island. It would be best if the white folks could insure that the people of color are well represented in government so compromises could be made and no discord would be developed. But while there is the feeling of exclusion and oppression, the tension builds up and makes all people on the island feel the burden.

The next place we plan to make a long stop is in the Virgin Islands which are also easy to visit by plane from the US and UK. We think we may already have one visitor from the US then, but we could have others later on. We will be there all during April and they say there are anchorages for each day of the month.

During May we will head again north and may stop in the Chesapeake Bay which has such fine shallow water cruising. There is the large airport in Washington DC and transportation is easy to arrange to several large anchorages such as Annapolis or Norfolk. If the weather is warm enough and the wind cooperates and we have no visitors interested in the Chesapeake, we will head on up to Long Island Sound just to the east of New York City. This is excellent cruising with lots of white sand beaches and interesting boats to see. Nev is particularly interested in this area because it is a seafaring area and looks so different from the UK.

It is then quite near to Rhode Island where I had my home and my family is still living there. We will spend the summer in and around Rhode Island. There are offshore islands with museums of the old whaling days, lovely anchorages and beaches and charming little villages. These are my home waters and I am eager to see them again. Between the airport in Boston and the many busses and ferries, it is easy to arrange transportation.

Yesterday we arranged our insurance to cover us from here in the Caribbean, through the Bahamas, and all the way up the US East Coast. We will make this our cruising grounds for the next 18 months while the budget recovers from all the boat building and we finish more of the jobs on the list. Working a little each day, it is getting better rapidly.

This weekend the Fercot family and all their children and some friends are coming for some kind of a weekend. They say they will manage sleeping arrangements for the whole gang and we will be interested to see how they do it! I can remember sleeping on deck of an old schooner when I was a little girl and a sleeping bag was all I needed. Sometimes it rained but always we had fun simply because of being on the water. Normally we can sleep five in real beds with sheets etc. But the Fercots are planning a weekend with 7 from their family and perhaps others too. Could be interesting! Perhaps we will pitch our small two person tent on the foredeck and get out sleeping bags. They have been so helpful to us and always bring a good supply of food so we will manage something. We have a good supply of life jackets aboard and will not sail far in any case. We might not sail at all! Just swim and relax right here.

Life is pretty good when you sail in paradise. I only wish the news on the radio reflected more our peaceful mood. We live here in a League of Nations as each boat has its own national flag. Here today we have boats from Turkey, all the coastal European countries, several of the local islands, and

from some of the South American countries. When they hear of my US back ground, they all ask me about the American war mentality. It is hard to know what to say.

From here we plan to sail to Guadaloupe, which is a French island and then to St Martin, which is half French and half Dutch. These are all European islands so our British boat does not even need to clear customs. Then we will go to the Virgins where we will clear customs and wait until the season is right for heading north. We want to make that trip during the month of April or very early in May and will likely sail just off shore with the intention of heading for shelter if weather deteriorates. We do not intend to take the Intra Coastal Waterway route because this boat is happier as a sailing boat and "the cut" as they call it, is too narrow for most boats to do much sailing. We will probably not go out to Bermuda this year because the insurance is too costly for us just now.

Love, Ann and Nev

BTW - Dave, a wise person once said that the best way to enjoy a long and healthy last few decades of life is to have a fairly serious disease that needs careful attention. This will make you take better care of yourself and you end up much healthier than you would have otherwise. The wise person is now in his upper 80s and plans to make an offshore passage with us shortly.

Sage advice Ann, gratefully taken onboard, thanx - Dave

ANNA SOPHIA - Atlantic Islands

Guenter and Gundi Zimmerman **Tiki 30**

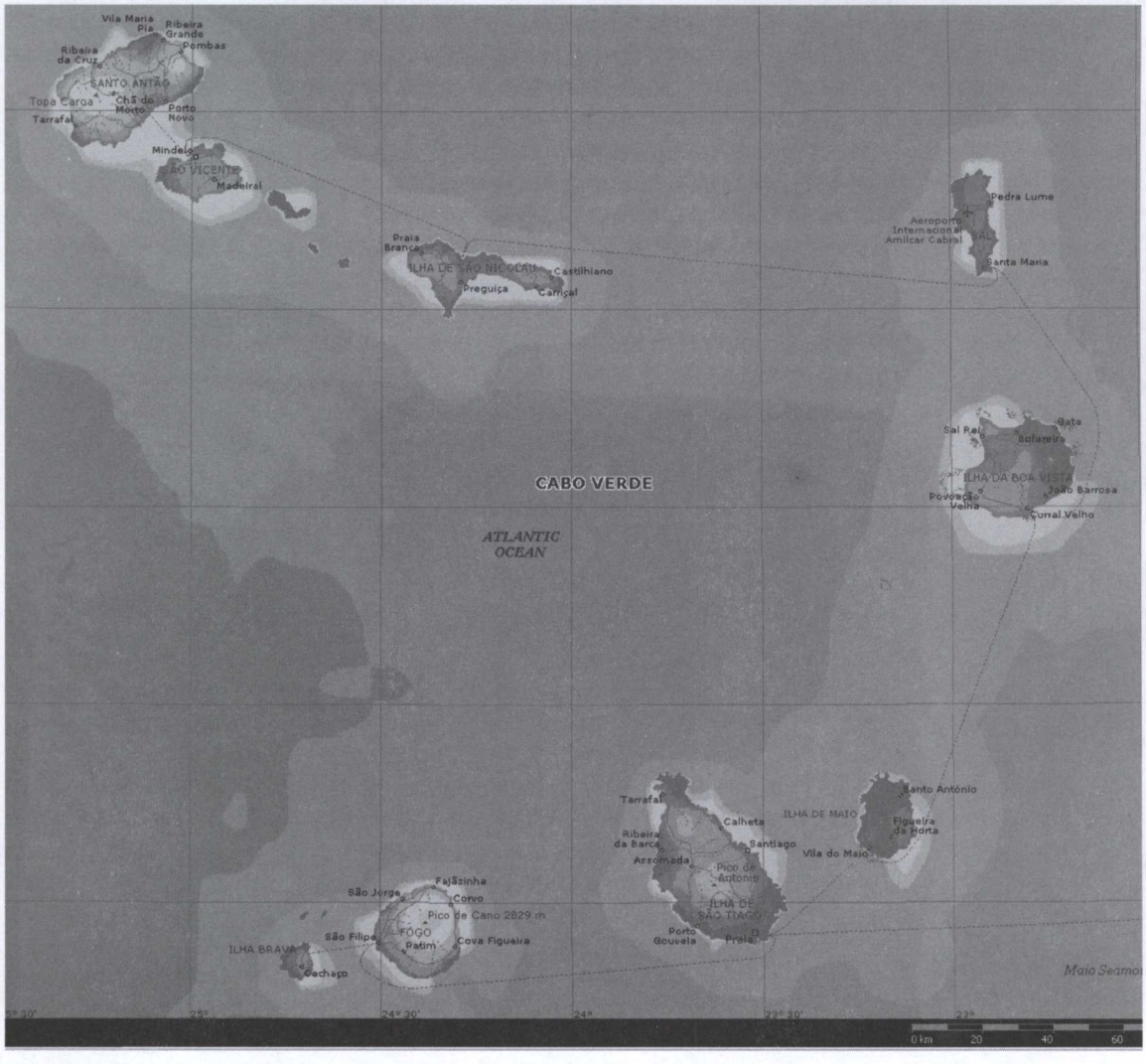
During the second half of October 2002, we stayed at anchor in the bay behind Puerto de Marmoles (entrance of Puerto Naos), Arrecife, Lanzarote together with the Pahi 35 "Areoi" (Allen+Rose Reynolds) and the Narai "Tayo" (Cristiano Ridolfi). It was a pleasant anchorage with the exception of two very rolly days when a huge storm depression went towards northern Europe and the wind here changed from the NE to the SW.

One day we went down to Puerto Calero with Allen and Cristiano in a hired car to visit Ben Mullett on his Tiki 30 "Pilgrim" and spent a very nice evening with Ben and a few other English Wharram sailors.

On Oct.29th Hannes, our son in law, came down to Lanzarote to join us for the next leg to the Cape Verde Islands. He brought the parts for the ignition of our 9.9 Yamaha and a new timing belt and so Cristiano got his spare parts back.

On Oct.31st We said "Goodbye" to Allen, Rose and Cristiano 7 weeks after we had met in Culatra and set sails, this time with a crew of three. During the next week we had constant northeasterly winds mostly F5 (up to 26 kn in gusts) and only two days of rough seas. The rest was pleasant sailing. We used our "tradewindsail" for the first time and were very pleased about its performance. We have a Harken roller reefing foil with two groves that take our two jibs (standard size for the Tiki 30 made by Jeckells). When rolled in completely they are not too voluminous. We can use them either with the clews boomed out to each side of the boat ("tradewindsail") or tie the clews together and use them in the normal way (where they cover each other). The big advantages of the "tradewindsail" is the stabilizing effect when sailing downwind and the possibility of easy and immediate reefing when the wind pipes up. In addition we tested an auxilliary spritsail of about 1 m2 for selfsteering that was recommended to us by Dave Hender ("Big Tiddles"). We set it flying just aft the cockpit with our mainsheet and a halyard, the clew with the protruding sprit pointing forward. From this end of the spriet two lines, crossed via two blocks on the cabin top, lead to the ends of the tillerbar. This self-steering is quite good but cannot be left completely unattended as the sail area is not big enough for bigger steering forces. But we will need it very much during our Atlantic crossing as our tillerpilot has packed up.

After 900 nm of constant sailing we dropped anchor in the bay of Palmeira on the island of Sal in the Cape Verdes in the evening of Nov.7th and found our selves in the middle of a mainly French sailing community. The situation here is relaxed and safe (no dinghy watchers necessary), very much in contrast to what we heard about the two real harbours of the Cape Verdes, Mindelo and Praia. Especially Praia on the Island of Santiago, which has a very bad reputation.

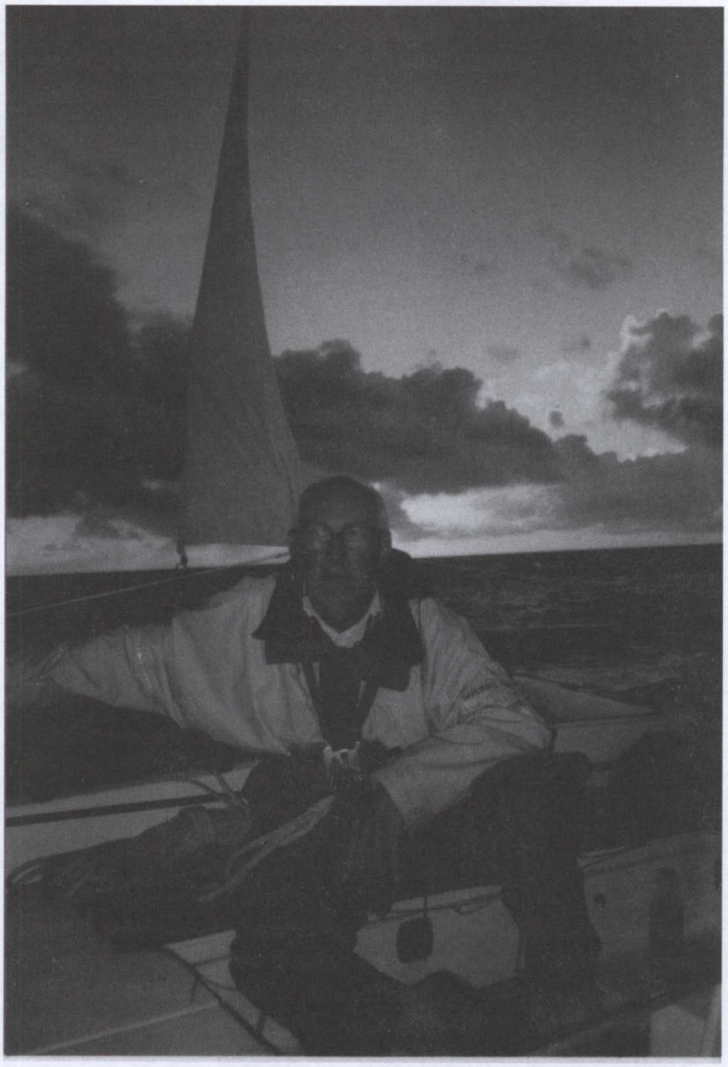


Meanwhile Hannes flew back to Europe and we both are waiting for the end of the month to start the big jump to the Caribbean.

ANNA SOPHIA - Atlantic Islands

Guenter and Gundi Zimmerman **Tiki 30**

Sal is the oldest of the Cape Verde islands; its volcanoes are completely eroded. It is a flat stretch of desert with a few very low volcanic cones. There is not much to see and Santa Maria, the tourist centre in the south, should be avoided. But the charm and the friendliness of its people make Sal a pleasant place. They are mixed blood, "cafe au lait" as they would call it in the Caribbean. The completely black people are street vendors from West Africa, mainly Senegal, which is next door. In the "capital village", Espargos, one of them approached me in perfect Bavarian dialect after I had told him that I was an "Autrichien". He was a Muslim from Mali who had lived in Munich for 5 years. Now he lived here with his whole family. I asked him how he felt in this very Roman Catholic country. He said that people are extremely tolerant and that he had no problems at all.



We stayed in the harbour of Palmeira at anchor for two weeks. Hannes, our son in law, had left us for Europe already when we set out for the island of Sao Nicolau in the evening of Nov.21st. There we anchored in the bay of Tarrafal which looks like an oasis in the Jordan desert, for another week. Here on the leeward side of the mountainous island we were completely sheltered from the trade winds. All we encountered were slight thermal winds but we were warned that sometimes falling gusts come down in galeforce. So we set a Bahamian mooring. The anchorage is somewhat problematic if using a rode and no chain. There is good holding in sand but with lots of rocks scattered over the ground.

Here we met a very nice Austrian couple, Josef+Maria from Salzburg who had started a circumnavigation on an English monohull (Moody). Through them we came to know Heni Kuester, the 70 year old local representative of the "Trans Ocean" organisation. Dutch from father's side he had a mother from Vienna. Heni organised an island tour for Josef, Maria, a German couple and us on a pickup and showed us the intensive green agriculturally used centre of the island where the high mountains catch the rain and also the rough northern coast. In the evening we had a wonderful dinner in his house prepared by local people. Heni was a great experience. He is extremely humorous and gets his wonderful Jewish jokes perfectly over in English, German and Dutch. He runs a personal development aid programme, helping to educate local boys and helping them to earn their living afterwards.

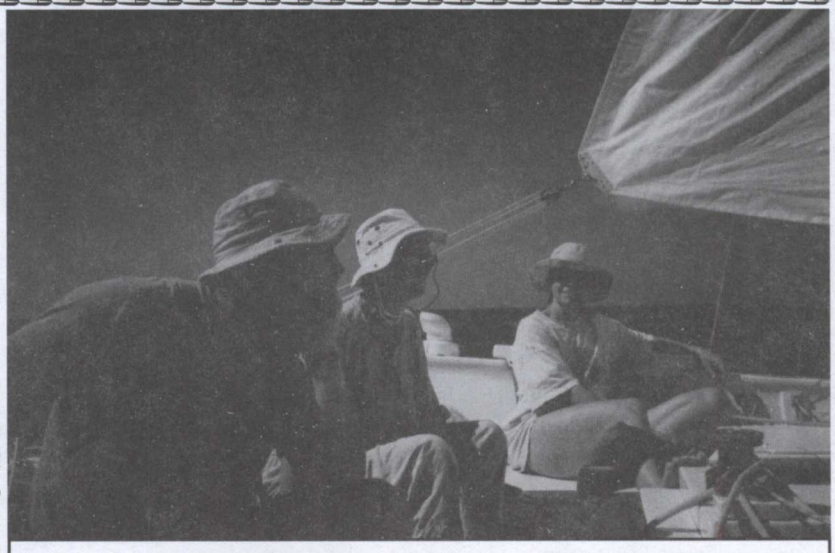
Since then, we have crossed the Atlantic and anchor in the little harbour of Grand Bourg on Marie Galante in the French Antilles.

During the night from Nov. 28th to 29th falling gusts swept down to our anchorage in the bay of Tarrafal on the island of Sao Nicolau. They were not severe but gave us a rolly farewell from the Cape Verdes. In the morning the wind was gone but we realized that the buoy of our main anchor (a 16 kg Buegel) was far away from the boat. A rock had cut the anchor line during the night but it had been caught luckily by another rock and so our Bahamian mooring still worked. We started the engine, got the second anchor up (a Fortress), managed to free the broken line and then got the Buegel aboard by its trip line. We had not expected such a sudden start for the Atlantic crossing.

A mile out into the bay we stopped the engine and began to clear the cockpit and the decks and to get the rubber dinghy aboard and into its cockpit locker while adrift. Then, at 11:15 UTC on Nov.29th we started the engine again and this was the final start to an 18 days voyage across the big pond.

More than two weeks out in the ocean, only deep blue or black water and the clouds around you means that you are not exactly the same person that left on one side when you have reached the other. Maybe this would not be so obvious if you'd been on a bigger boat. But in these two canoe hulls and the little flat box of a cockpit in between you live next-door to the sea. She is always there. You can't avoid recognizing her for one moment. Even asleep you feel the boat moving in the waves. You become very small, very

humble. You develop a big respect for the ocean and you are very thankful if you are treated kindly. We had not expected such a deep impression on our mind. People tell you that an Atlantic crossing is the most boring thing in the life of a sailor. To us it was not. It was partly a hard time, mainly easy sailing, sometimes fascinating and sometimes tiresome but basically it was a great and unexpected experience of the boat, the sea and ourselves.



Serge, Gundi & Inge

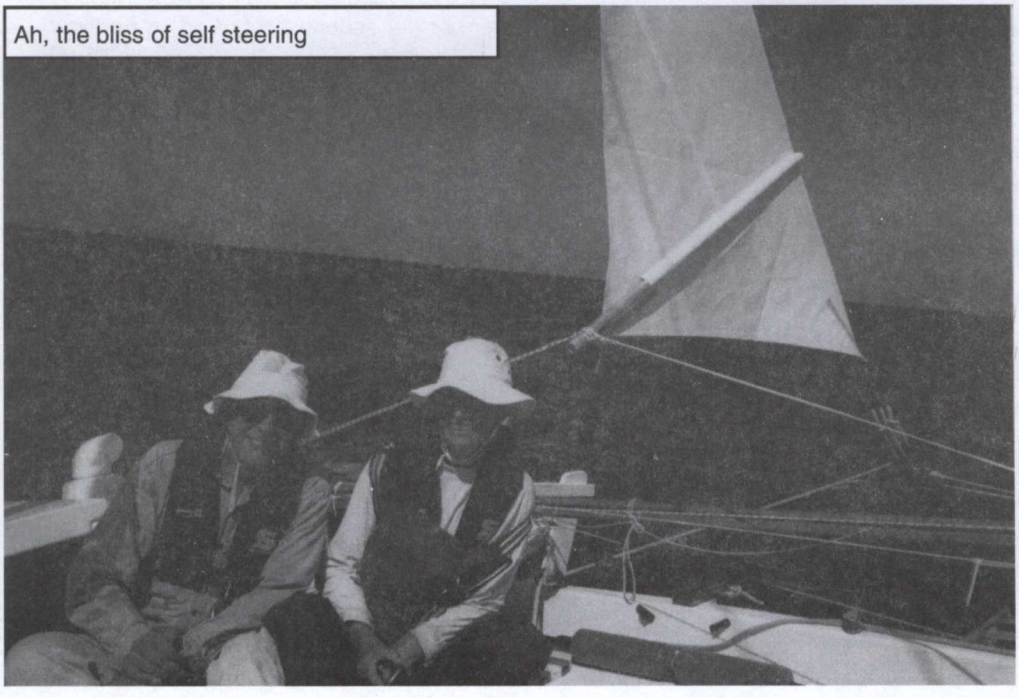
For about an hour after start the island still protected us from wind and waves and we had to use the engine. But then all of a sudden the worst part of the whole crossing began. We came into the area where the NE trades funnelling down with about 30 knots through the passage between the islands Sao Nicolau and Santa Luzia together with a north-westerly swell produced a chaotic wave pattern.

With only 1/3 headsail area we went downwind for some time and that led us out of the worst. From there on we had to sail on a reach for about 2/3 of the crossing. For the first 4 days the waves were very high (up to approx. 10m) and a north-westerly swell produced nasty cross seas. The wind was NE 20 to 26 kn and we had only the headsail up, sometimes full, sometimes reefed and so kept the speed at 5-6 kn. During this period we made 130 to 140 nautical miles per day. The first 2 days the waves were so chaotic that we had to steer all by hand. On the 3rd day we first used our partial selfsteering with the auxilliary sail which was a great relief. Up to that day we had VHF contact to the Salzburg couple Josef + Maria we had met in Tarrafal, who were heading for Martinique in their yacht "Athenaeum" on a rhumbline course. but as we used the great circle track our GPS lead us toward Guadeloupe we then sailed out of VHF range.

During the 4th night we saw sheet lightning on the N horizon. On the 5th day the wind went down to 10 kn, the waves to 1m and the north-westerly swell ceased. We decided to have a day of recreation and did not set the main. With only 3 kn speed we could keep the hatches open to dry out the cabins. I got the paddlewheel of the log up for cleaning and then the log worked for the first time during the crossing.

We lost a big dolphin fish (Goldmakrele) just before we could bring it aboard but caught a smaller one in the evening which gave a nice meal next day.

During the whole crossing we showed no signs of seasickness although Gundi is normally very sensitive to it. She was able to prepare meals on the spirit stove all the time and we never lost appetite, contrary to our crossings to the Canaries and Cape Verde's. There was only one moment of real fear and it was on one of the first days. The 3rd of a series of very high waves was extremely steep and I got the feeling that the position of the boat was already vertical, of course a deception.

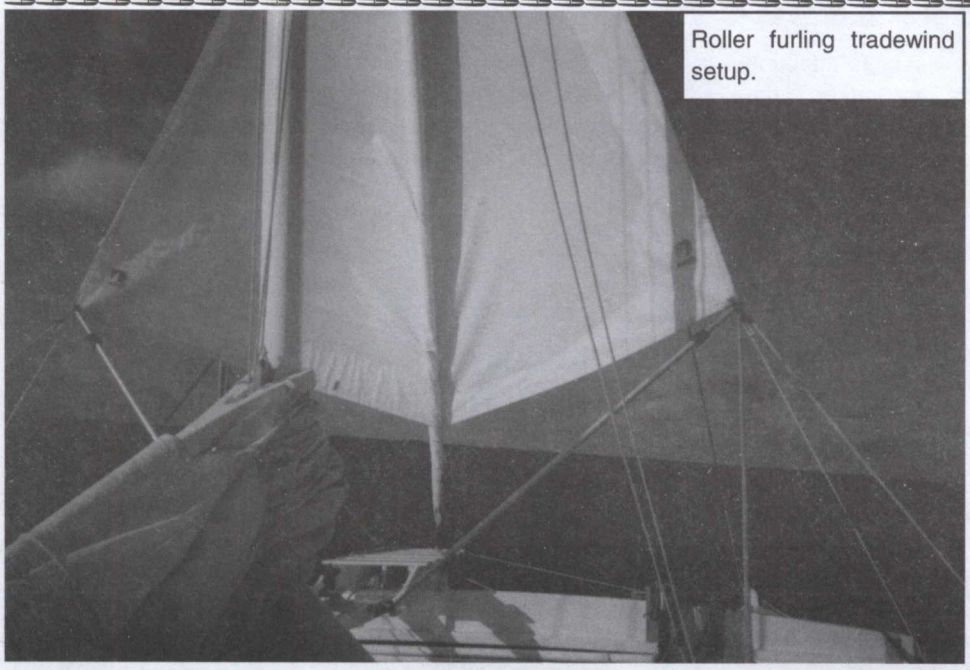


Ah, the bliss of self steering

So I expected pitch poling. But the bows with their high buoyancy rose again without getting any green water onto the foredecks. The gentle movements of the boat in heavy

ANNA SOPHIA - Atlantic Islands

Guenter and Gundi Zimmerman **Tiki 30**



Roller furling tradewind setup.

seas is really fascinating. It is not only seaworthy but also very seakindly in great contrast to most "modern" boats, be they mono- or multihulls.

For the first 5 days we saw clouds only in the N and S of us. On the 6th day we encountered the first rainsqualls. If one of these clouds overtakes you, you never know what will happen. It can be pouring rain or just a few drops and heavy gusts or no wind at all; In any case you'll be becalmed for some time after the cloud has passed. On this 6th day just after sunset we were caught by such a squall when we still had full sails up. I immediately turned the boat downwind and we were blown out of the area with 9,5 kn boatspeed. From there on we always put the main down before sunset and even during daylight used it very seldom, not only because of the squalls but also as we could not use our self-steering without the main sheet and the peak halyard. We didn't want to race but to reach the Antilles safely and usually once a day we saw a freighter or a yacht. In the 9th night at 5:30 UTC we spotted the navigation lights of 4 yachts. I got VHF contact to the nearest, just about 100m behind us. It was the catamaran "Ruach" coming from Plymouth with 4 people on board and we were the first boat they had met at sea. During the 11th night we were very near to a collision with a monohull. The crew of the yacht must have been fast asleep, the boat being steered by the autopilot. It overtook us and as we had the tradewindsail up our maneuverability was very limited. In the last third of the voyage the wind slowly veered from ENE to ESE. Nearly all of that time we used the tradewindsail: two headsails in the two groves of the roller foil, boomed out to both sides of the boat. That gives 24 m^2 sailarea and as the wind was between 9 and 14 kn we made 100 to 120 nm per day.

On Tuesday Dec.17th at 5:05 UTC (00:05 local time) a line of lights became visible on the western horizon. Soon later it turned out that they were positioned on a hilltop on Marie Galante, an island in the Guadeloupe archipelago we had chosen for our first landfall. When the sun rose at about 6:30 local time we had covered 2124 nm; At 9:15 we dropped the anchor into the turquoise water near the beach just south of Pointe de Folie Anse. The anchor is down, buried in the Caribbean coral sand. The boat sways in a gentle breeze and all of a sudden all the tension is gone and in this moment we realize that we are there, released from a friendly ocean and we first notice the intense tropical green behind that stretch of sand in front of us. Have we ever seen such green trees? Did we forget that there was anything but the sea and us?

Have we ever been so happy and so thankful? Without any damage to the boat!.

Landfall - Marie-Gallante, Dec 2002

Hard Road to San Francisco

Chuck Hinman

Oro 46

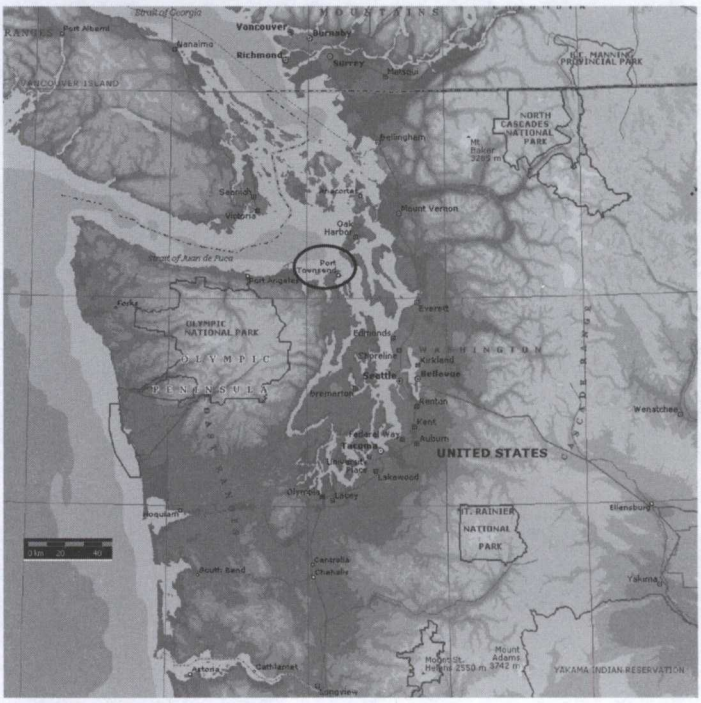
I stuck around Port Townsend for three weeks to attend my young cousin's birthday party. I filled the time with building a servo pendulum wind vane and trying to find crew. I visited friends at my former office, showed my pictures, and had dinner with my former boss, another Alaskan, Gretchen, and heard her travel stories. She had quit her job and started consulting in between travels around the country in her vintage Volvo station wagon. I visited relatives in Tacoma weekly and attended the Wooden Boat Show in Port Townsend with my friend and former owner of Tahiarii, Bob Underwood.

I met the family on a Catitude, a Catana 471 catamaran, in the shipyard and spent an enjoyable dinner and conversation on board their boat. Eric and Lisa sold their helicopter business to go sailing with their kids Jack, Max, and Solly. They had gone around the west side of Vancouver Island and had been cruising up to 18 knots in the big northwest winds. They started the school year on the boat there in the yard. Lisa was the primary teacher.

After a beer and dinner and long conversation I went back to my dinghy on the beach in the dark but when I rowed out there weren't no boat where I left it. I saw an anchor light way out in the middle of the bay and was pretty sure that was my boat so I started chasing the light in my dinghy. Then I started figuring the odds. Let's see, no flotation jacket but that didn't matter because going into the water meant death, no flashlight, big gusts, don't know if the wind is steady or building, and no idea how far away that anchor light was. I went back and got a ride with Vessel Assist and indeed the suspect light was Tahiarii. Looking at the radar on the rescue vessel confirmed that a plywood boat is completely invisible to radar without a radar reflector. I finally re-anchored at 1:00 in the morning. The free dinner cost me $135. Tahiarii dragged again in strong evening winds some days later but I was on board and just let out the other anchor and we finally stopped a couple of miles off shore. The bay turns out to be 60 feet deep and all soupy mud once you get away from the beach sand, which is covered with eelgrass, a very treacherous anchoring ground.

Having survived Port Townsend and found crew, Luke, we started west up the Strait of Juan de Fuca at noon on September 16th and motored to Dungeness spit where we anchored for the night because wind against tide stopped us cold. A couple of hundred harbor seals lay on the beach at the end of the spit. We motored to a little dent called Clallam Bay the next day before wind against tide convinced me to anchor in the kelp. We made it to Neah Bay, just around the corner from the open ocean, in the morning and I did some shopping and other domestic chores as well as replacing the lines tying the main mast shrouds to the chain plates. The next day we waited for an overnight storm to end. Luke went to shore in the rain and found out the guy taking care of his dog was moving. Luke rowed to shore and took the bus back to Port Townsend to rescue his dog. I was single handing again after having crew for a grand total of three days.

I got underway at noon the next day after retrieving my dinghy and the fog burned off. The wind vane broke twice



right outside the harbor, slave to the pilothouse again! I motored past Tatoosh Island in no wind through crazy water caused by the strong currents at the start of the Strait. I broke a China bowl when the dish rack hit the floor. My checklist for going to sea should include putting away the dishes. I expect things to stay put on a catamaran. I know, I'm spoiled. I saw brown pelicans and all my old friends from the Gulf of Alaska: big brown white-faced albatrosses, shearwaters, fulmars, petrels, and jaegers. I hove to in the fog to sleep in the early evening. The wind was pitiful anyway. Man, it was cold! The water was 47 degrees. Without sunshine in a penetrating mist it felt colder than Alaska. It was spooky listening to the foghorns of passing vessels. I hoped they could see my radar reflector. I hoped they had radar. I honked back with my foghorn. It is a real lung powered horn. It looks like something you would take to hunt foxes and sounds like a sick duck call.

The morning dawned clear and cold. It was to be a dramatic day. The 15-knot winds in the morning built to 25 to 30 knots in the afternoon. I drove the boat hard and was much impressed by her sea keeping ability and my stomach's ability to resist seasickness. Under main and mizzen sails Tahiarii oscillated between 7 and 10 knots with exciting bursts of 13 and 14 knots when she caught a wave. I was really excited. Spray flew past the bows higher than the decks. Waves burst up through the deck slats and pounded the bottom of the pilothouse at times. I was too greedy

Hard Road to San Francisco

Chuck Hinman

Oro 46

though, because the waves tossed the sterns around and I managed to backwind the fully raised mainsail. When the sail filled again four battens shattered against the shroud. Pieces fell on deck and jagged batten ends tore the sailcloth. I got the sails down and we were still going 3.5 knots under bare poles. I sailed toward the coast until midnight under jib and mizzen sails at 6 knots. I hove to at midnight and slept until 7:30 in the morning. The wind had died so I motored the last 16 miles into Newport, Oregon to make repairs. Twenty-one dollars of lumber and three days later the mainsail and wind vane were good to go.

Tahiarii left Newport in very thick fog on September 27th and broke the wind vane oar right off as soon as she nosed into the swells. Sigh. I sailed until 9:30 and hove to for sleep. Underway at 3:30 in the morning, we sailed until the boat was becalmed 12 hours later. I went to bed again. Didn't eat all day because of nausea. I was up again at 2:00 in the morning and fog was gone but the sky was overcast. I motored in light wind until the fan belt died a couple of hours later. The replacement belts were too short. Note to self: try out your equipment before going to sea! Again! I made it fit by moving the alternator in its mount all the way to the engine, taking off the water pump pulley, fitting the fan-belt, and bolting the pulley back on, all with the flashlight in my mouth. I forgot where I put my headlamp.

In the later morning the weather cleared and the wind built up to 25 to 30 knots. I reefed the sails in good order: all sails up, main reefed, main down, mizzen reefed. A cruise ship went by in its southern migration from Alaska. A little song sparrow landed and hopped around the boat for an hour before continuing its flight south. I heaved to at midnight after making 121 nautical miles, the best of the entire trip.

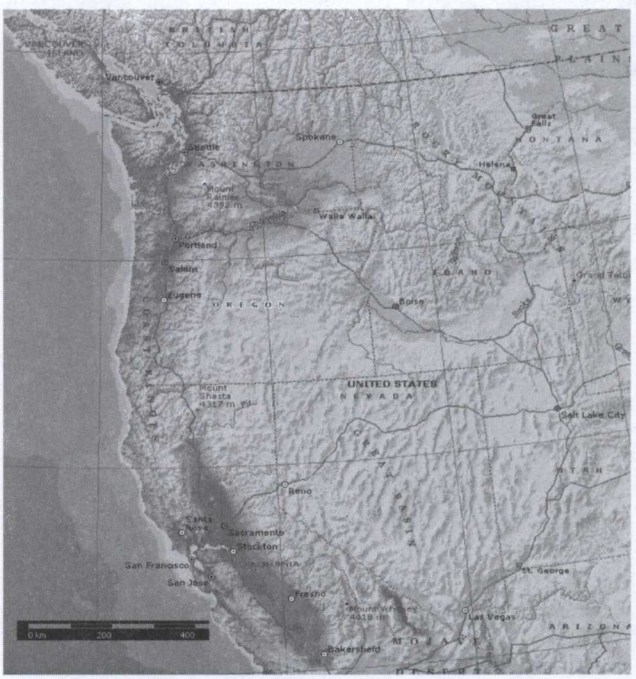
I was in a hurry to get to San Francisco so I could take off for the north so I could see my sister, Becky, before she took off back to Alaska. She was down with her boyfriend for a conference in Portland and a vacation. She borrowed my 1968 Ford Mustang for the trip. Sailing to a schedule is always bad. Other boats I talked to hid in Coos Bay, Oregon. The Coast Guard was searching for a boat that broadcast an emergency call but didn't give a location.

I was underway again at 5:00 in clear weather and light wind. I cooked canned chilli and a slice off the end of my thumb when chopping onions. You've got to watch those sudden lurches. The wind built to 35 knots by afternoon and I was sailing with the jib and mizzen up when the steering jammed right at sunset. Tahiarii turned broadside to the ten-foot waves and I just sat in the pilothouse without any idea of what to do. I always get my ass kicked off Cape Mendecino. The mizzen gibed and broke the top two battens against the shroud. Mixing battens, shrouds, and high winds is a bad idea. The jib sail flogged hard enough to shake the boat. I dressed in all my wet weather gear, chest harness, and tether and started crawling around the boat on my hands and toes. The boat was rolling heavily and being showered with intense spray as every breaking wave pounded into her starboard side. My bandage came off and I left bloody little thumbprints all over but they soon washed away. It took me three hours to get the boat squared away because I had to crab around deck, duck spray, and find ways to tame uncooperative sails in the dark. I lowered the rampaging jib sail and flopped on it to wrestle it into submission and tied it into a long sausage. I lowered the mizzen sail and the broken battens caught on the shroud. I finally got it all down and it flogged with a loud, disturbing noise. I crawled around from one side of the boat to the other throwing line over and under and over the broken mizzen sail so I could tie it down. I talked to the Coast Guard search airplane and told them my situation.

I couldn't sleep that night. The waves pounded into the boat with a sudden lurch and a noise like a small bomb. This made me a little bit tense. The bulwarks where the waves hit all night came loose. Then things got bad.

I rose at dawn and the wind was blowing 40 knots. I took off the jib. Standing up at the bow I was dipped into the sea a couple of times and had to hang on with both hands as each wave crest went by. When I tried to mount the storm jib the hanks were too small and wouldn't clip onto the 1/2" galvanized steel forestay. The storm jib blew into the sea when I took it down. I pulled it back aboard by the sheet line. I hung upside down over the rear beam and poked the jammed steering line under the pilothouse with the boat hook until it re-seated on the turning block sheave. I raised a couple of panels of the mainsail, about 90 square feet, and we were off to the coast at 7 knots.

The winds built to 50 knots. At 35 knots the crests of the waves start blowing off. At 40 to 45 knots spray is blown off



Hard Road to San Francisco

Chuck Hinman

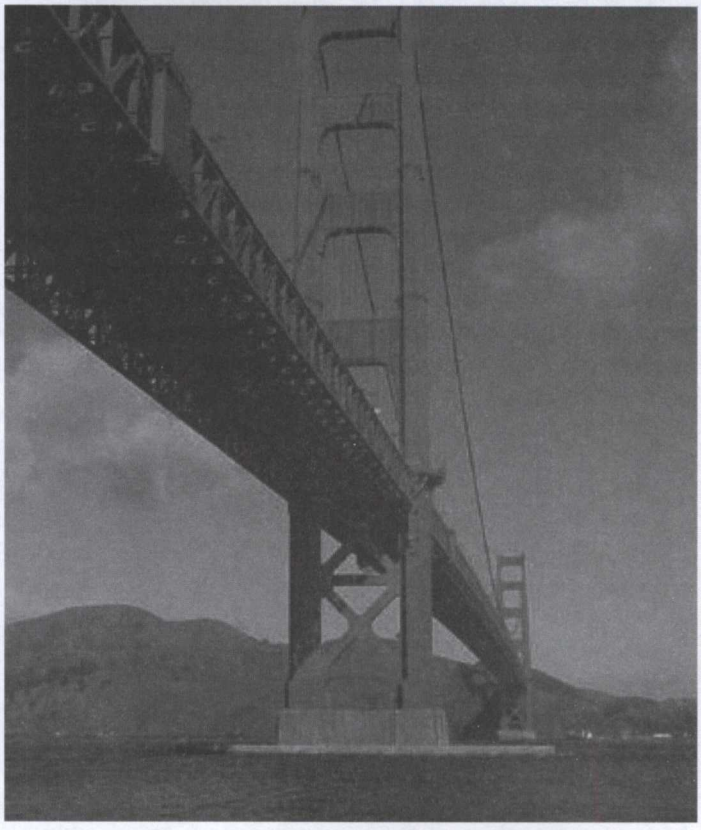
Oro 46

flat water. At 50 knots the sea surface starts turning white from all the foam created by long breaking wave crests and blowing foam streamers. The winds are usually strong off the northern California coast. Heat in Nevada and the California interior makes the air rise, which sucks in the relatively cold sea air and Pacific High pressure area off shore pumps it out. One consequence is that the winds are stronger in the afternoon because of heated land air and quieter at night when the land cools off. Those days a loop of the jet stream dropped south over California and reinforced this normal dynamic. The sea turned white. I talked to a tug butting her way through the waves on her way north and her wind gauge read 50 knots. The waves were 14 feet high. The plunging waves were steep with the crest falling down the front of the wave and looked like a waterfall coming down on my head. Breaking waves were more rounded with the crest on top of the wave.

Waves boarded Tahiarii all day. Plunging waves swept up between the hulls and flooded the decks and the bottom of the pilothouse or punched the boat sideways as the wave exploded against the aft quarter sending solid spray high over the boat. Deck sweepers rearranged the deck loads. One wave took what was left of the wind vane right off its mount. It hung by its lines until I hauled it aboard. Breaking waves popped up through the slats to wash the pilothouse windows and squirted through the bottoms of the sliding doors to spray the inside of the windows. I wore my rain gear all day and couldn't leave the pilothouse because it was too dangerous. Steering required the speed, precision, and delicacy of my hands so I couldn't lean back and relax while steering with my feet. I ate only peanuts and drank water that I had put in the pilothouse in the morning. It was too rough to cook. The shelves and drawers in both cabins ejected their contents onto the floor.

In the evening next to the coast the wind settled down to 35 knots and then 30 knots but the waves were still 12 feet. It's strange what you can get used to. Thirty knots looked quite peaceful and I started to relax. I opened the hatch to the galley and pulled out the pot of chilli and ate it cold in the pilothouse. The floor was knee deep in dishes, food, pots, and clothes. I shouldn't have relaxed. A larger plunging wave took me by surprise, flooded the deck, pushed the dinghy on the engine box off to the side, flooded the pilothouse, and poured down the galley hatch.

I hove to off Bodega Bay at sun down and slept for 12 hours. I was really rung out. I rolled out of the bunk at 6:00 and was underway on the engine in calm seas and winds at 6:40 after a pancake breakfast. Dolphins came to play at the bows and squadrons of pelicans and cormorants fished on the reef at Bolinas. I sailed into Sausalito at dusk after a pleasant day.
Well, I survived and was able to take the bus back to Tacoma in time to see Becky. I stayed with my cousin Marlene and her family, picked up the Mustang, visited with my sister, dropped her off at the airport in the morning, visited my friends on Vashon Island, had dinner and Belgian beer with my friend Sharon Stefanak, while she was visiting



from Pennsylvania for a wedding, visited aunts and uncles in Sheldon and over the mountains in Wenatchee, and then drove to Reno, Nevada to gamble at the casinos with Marlene and her twin sister Darlene, and Darlene's husband, Chuck. So the twins and the Chucks took on the town and I broke even. I only play the nickel slot machines. I ate so much at one casino's crab, shrimp, and prime rib buffet that I had to hold my belly and breath shallowly.

Back at the boat I sailed over to Alameda in San Francisco Bay where my friends Bob and Rebecca Lewis hosted me. I cleaned up the storm mess, built slats to replace the deck piece that a wave swallowed, and rebuilt the mizzen sail with new battens and a new yard. A friend of Bob's, Marshal, decided to accompany me down the coast as crew. The harbormaster and two policemen told me I couldn't anchor in there so I sailed back to Sausalito. I finally painted the starboard cabin on a sunny afternoon. I sold the Mustang to high school buddy of my brother Mike. I was ready to go again!

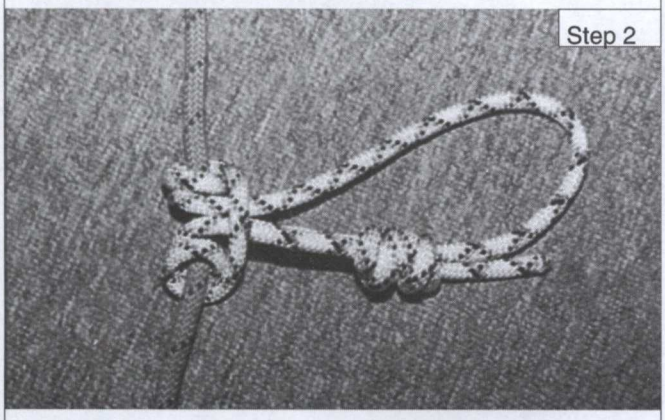
Hints and Tips

Dave Peak

Prussic Hitch

Prompted by Dirk Horstman's reference to his friend Thomas using two loops of rope to ascend the mast (SeaPeople #51), I thought some elaboration might be in order. Prussic(*also prussik*) hitches have been used in mountain climbing for years. A loop is passed around a line (or mast in Dirk & Tom's case) and back under itself.

Then around the standing line(mast) a second time. This completes one loop.



A second loop is attached to standing line(mast). The top loop should be several inches(upto 12") longer than bottom loop.

Stepping into the lower loop, the climbers weight causes the spirals around the line/mast to constrict, not permitting the loop(+climber) to slip downward.

The other loop is pushed up the line/mast easily as no weight is in that loop. With one foot, step into the second loop, which now also constricts. Taking the first foot out of the first loop, this loop can now be slid up the line/mast as the weight and constriction has eased off.

Now, the first loop cannot pass the second, so standing into the first loop again, locking that in place, step out of the second loop and again slide it up the line.

Variations using 3 or 4 loops can make the ascending easier. BE AWARE – this can be a very strenuous activity, definitely not for the unfit among us.

Inexpensive lightweight deck panels

In response to a request from John and Marlie Schoutrop-Mols about lightweight replacement centre platform for their Tiki21 here's some food for thought. John & Marlie didn't mention stiffness as a requirement but lets assume that they want at least as stiff a panel as their original platform.

See – http://twinveeboats.com/faq2.htm for comparative strengths of various boatbuilding materials. Replacement materials for boats in the Tiki21 size can be difficult, as we are only dealing with 6mm thick panels.

Plywood(douglas fir) – 30% stiffer than fibreglass for the same thickness. Can increase in weight and lose strength due to water absorption. Lightening holes can be cut without too much lack of strength. Epoxy all end grain plywood well to limit water weight gains.

Solid Fibreglass – E-glass = 25% stronger(tensile) than plywood, a 5mm E-glass panel can be built to be as strong as ply but would weigh twice the 6mm ply panel.
S-glass = 1000% stronger than ply, therefore a 0.6mm panel would be as strong; it's 280% stiffer so a 2mm panel would be as stiff as the ply for the same weight.

Carbon/Graphite – 1300% stronger, so a 0.4mm panel would be as strong as 6mm ply. Now it's also 660% stiffer, so a 0.9mm panel would be as stiff at approx 50% of the plywoood panel weight.

So it's carbon then? Possibly from a simplicity stand point, but if we add a core (of balsa/foam[ureathane not styrofoam] between two skins of our other major contender,S-glass, we can achieve the stiffness of the ply without the two skins being more than a combined thickness of 0.6mm the resulting "sandwich" would weigh approx 35-40% of the ply panel.

The higher strengths of S-glass and carbon really need epoxy rather than polyester resin, vinyl ester is also good. Kevlar was omitted from this as it falls below S-glass in both tensile strength and stiffness and cost as much as carbon.

S-glass is just over twice the price of E-glass for the same weight+area, but carbon is approx 3 times the S-glass price.

If you are dealing with thicker panels, E-glass might come back into the equation as the lower stiffness can be compensated for by using thicker cores. Stiffness increases exponentially with thickness.

This is but a simple introduction into composite panel construction. As my father used to say when I questioned something he'd said "Suck it and see" or as I learned in Gougeon Bros workshops, build a small test panel and try it!
Next issue - postcuring of epoxy to increase strength.

Boats in Progress

Emma Watkins & Graeme Kelly Tiki38

May 2003

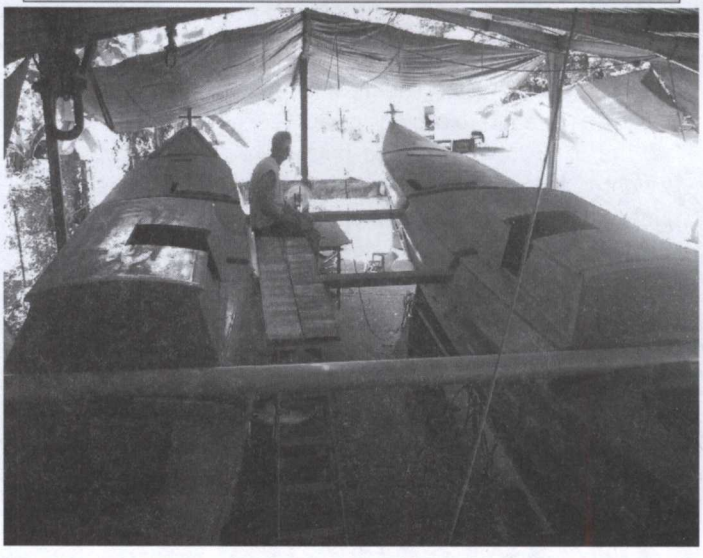
In May 2000, Graeme and I started building **"Lipalipa"**, after our return from 3 years volunteer work in Cambodia. We had a wonderful time in Cambodia, but were also dreaming of the next phase - to build a larger boat to live aboard long term (we have already lived aboard from 1993-1997 - a 24' motor cruiser which we converted to a home from a derelict lifeboat hull). The building of our current boat is the culmination of a "10-year-plan" with the eventual aim of cruising and working in our chosen area of the remote north coast of Australia, and nearby tropical south-east Asia, south Asia and the Pacific.

Our choice of the Tiki38 design to build was influenced by our previous cruise along Australia's northern coast, from Torres Strait to Darwin, including many of the rivers and small communities of the Gulf of Carpentaria. It is a wonderful, wild and rarely-visited coastline, and many of the river systems are deserted and boiling with life. Much of the Gulf of Carpentaria is shallow and muddy, and tides are infrequent (only one high and one low tide a day in the southern gulf) - we could see the need for a boat that could dry out on the shallow tidal flats, and that was shallow enough to negotiate the sandy, tortuous channels of river mouths to enter the river anchorages. We also could see the benefit of the huge deckspace - in this climate it is very easy and most comfortable to live outdoors, with suitable shade from sun and rain, for the whole year. We imagine this boat will be equally at home in the tropical isles and small communities of Asia and the Pacific, where we also plan to roam, live and work. Graeme has carried around a ragged copy of the Wharram design book for many years, and we'd been impressed by an early Tiki38 that came through Cape York - now was the time!

On our return to Darwin, we found a fantastic place to build - a small demountable home under a massive Banyan Fig tree, on three hectares, with a creek at the bottom of the garden and surrounded by wildlife in the middle of Darwin (close to hardware shops!). Darwin is a tropical port, with a notoriously hot pre-wet season, and potentially cyclonic wet season. This tropical climate has necessitated some building techniques not needed in temperate climes - the use of tropical hardeners throughout, the pre-coating of all timber immediately after its purchase, careful timing of epoxy coating to prevent it bubbling(see below) in the heat. Also, we had to build a large cyclone-coded shed in which to build, before even beginning with the boat. The boat has taken longer than our original optimistic 1 1/2 year estimate - still, the dream is alive, and we plan to launch and move aboard sometime this year. It is great to see the beautiful shape of our future home finally appearing!

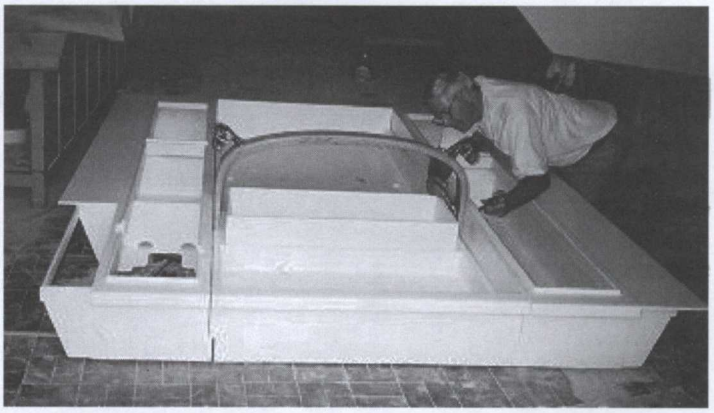
Emma and Graeme

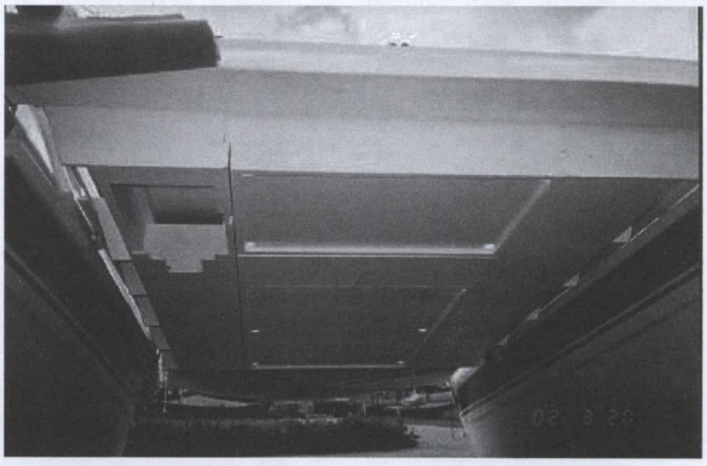
The "bubbling" of epoxy mentioned by Emma is a condition known as "outgassing" and is not uncommon in warmer climates. It is caused, due to the molecular nature of wood and due to the fact that as the wood warms up from its overnight cooled temperature, so does the air in the wood. As the wood continues to increase in heat, more and more air is released from the wood. When coating plywood at this time of increasing heat, tiny (damned annoying bubbles appear all over the plywood), knocking them down with a foam roller only works so well as the air will continue to escape from the wood until the epoxy hardens . Gougeon Bros(WEST SYSTEM epoxy) recommends that before coating plywood, the plywood is stored at a temprature that meets or exceeds the expected working temperature. If the plywood is stored at a temp higher than expected working temp OR first coat is applied after maximum heat of the day starts to fall, then the coating will have the opposite effect. That is it will be drawn deeper into the wood. By and large this outgassing is only experienced with the initial coat of epoxy (or first two coats on edges - bigger pores).



NEWS FROM SEA PEOPLE

Brazil/Uruguay Tiki26





Jan 2003

Things seem to clear up a bit in Brazil, now that the new government started working, we got rid of the old crooks of 8 years (hopefully no new ones are in the training). But sailing or boatbuilding sank to the last step of importance. My "new" old aluminium mast is urgently waiting to be painted but no time. All the homemade fittings are ready to bolt on after painting.

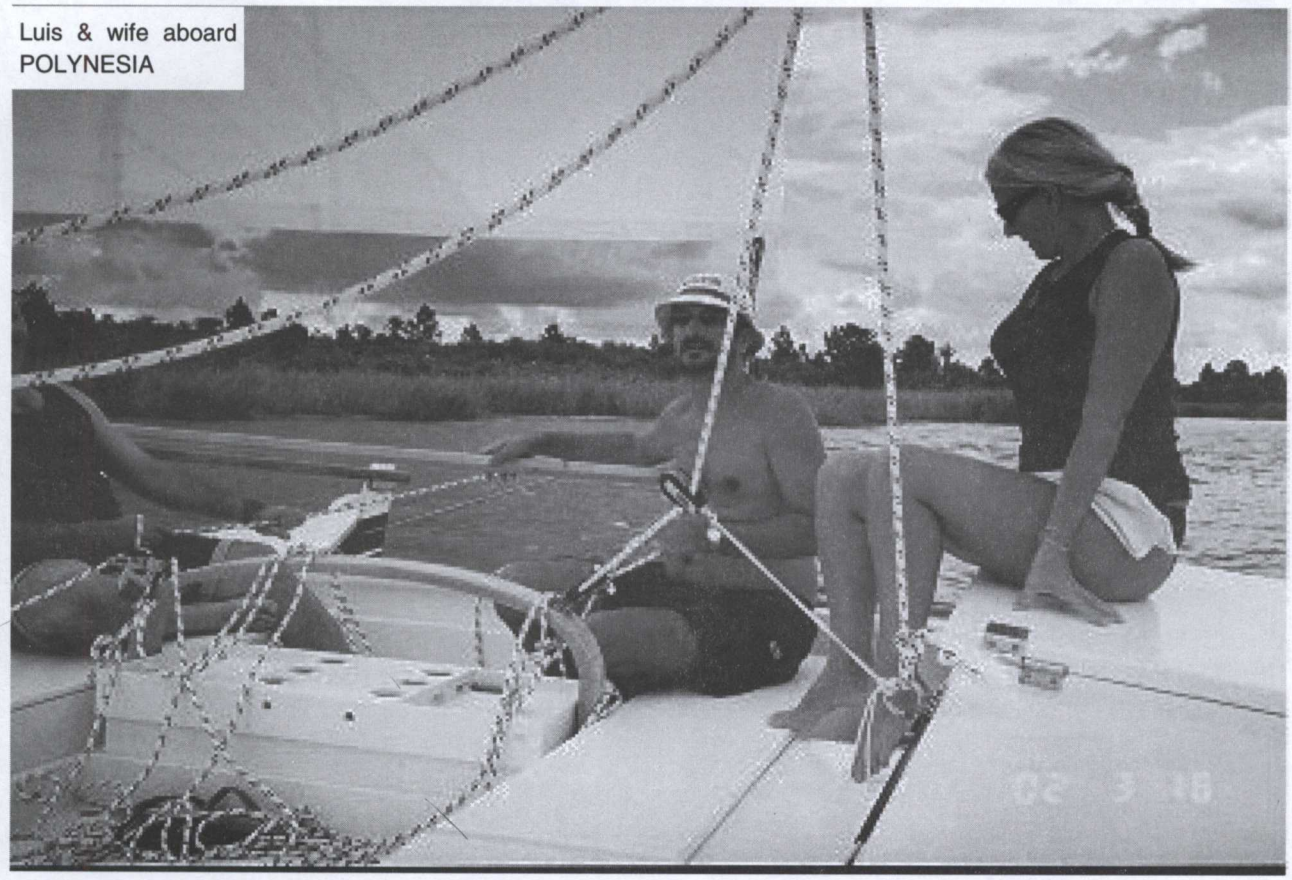
We moved the factory and increased production means, taking in new products. Tough work for me old engineer, as my son Patrick abandoned me.....his girl just graduated in Physics and is going for a doctorate at the University of Florianópolis, one of the best sailing and surfing areas in Brazil, down south. We have to see which boats we send down there, from our collection. Luis is doing some fine sailing with POLYNESIA, he sends pics and reports. I am thinking that some text should be used in a mag. I will try to convince him on that.

He took up the building of a Melanesia, with the helpful hands of brother and wife. Actually, in all the pics, I only see them working :-) !

Best wishes for 03,

Frank

Details of POLYNESIAs revised cockpit will appear in



Luis & wife aboard POLYNESIA

NEWS FROM SEA PEOPLE

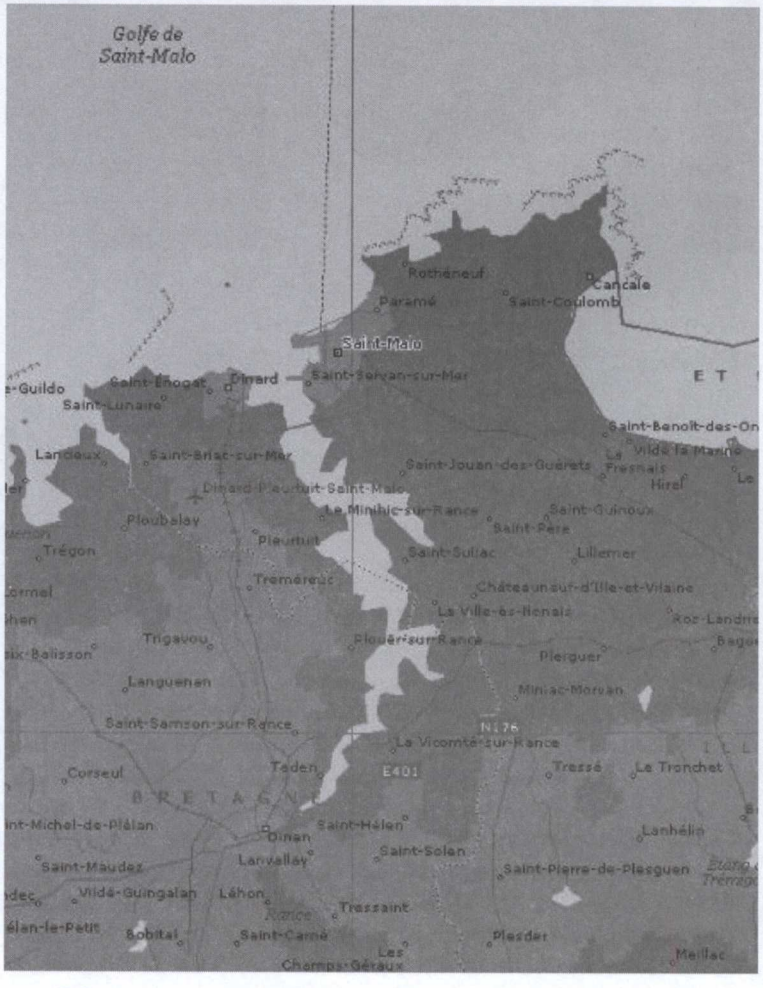
Germany

April 2003

I hope to send some words in the near future. I enclose a picture of my new "old Tane" I bought some months ago.

I have just read in mag 51 you will go to St Malo in May. Perhaps you know between St Malo and Dinard LA RANCE enters the open waters stopped by a barrage. La Rance is dammed 15 km or so, nearly till Dinan, a nice medieval town. This part they call "Vallée de la Rance" and for me it's like a second home for nearly 30 years.

LA RANCE is a real CAT CORNER! You enter "l'écluse maremotrice" paying attention to the high tides (10-13 m). On the Inner-Rance you have tides too because they produce electricity by filling and clearing La Rance. Some very good anchorages you can find:



La Passagere (east-side) St. Suliac (east-side, good Grill&Creperie) Le Minihic (west-side) La Ville es Nonais (east-side, camping) Port St. Jean (east-side, just behind the bridge) Plouer (west-side) Mordreuc (east-side, Rest.&Pub)

Next village is La Vicomté-sur-Rance, where we own an old house but unfortunately we will not be there at that date (if yes, I will inform you, would be nice to meet you). But in Vicomté landing is nearly impossible because of the mud, so my mooring is in Mordreuc. Then follows the next barrage, La Hisse. after it you find a good marina (2 rest.) and a delightful anchorage. Some 3km further on there is the port of Dinan with many and all kinds of restaurants, pubs, shops etc . I enclose some pictures.

Have a nice trip. 2 good anchorage on the shore: Rothéneuf/Guimorais (camping) some 2nm east of St Malo, also St Briac some 5nm west of St Malo.

Very best Dirk (Horstmann)

NEWS FROM SEA PEOPLE

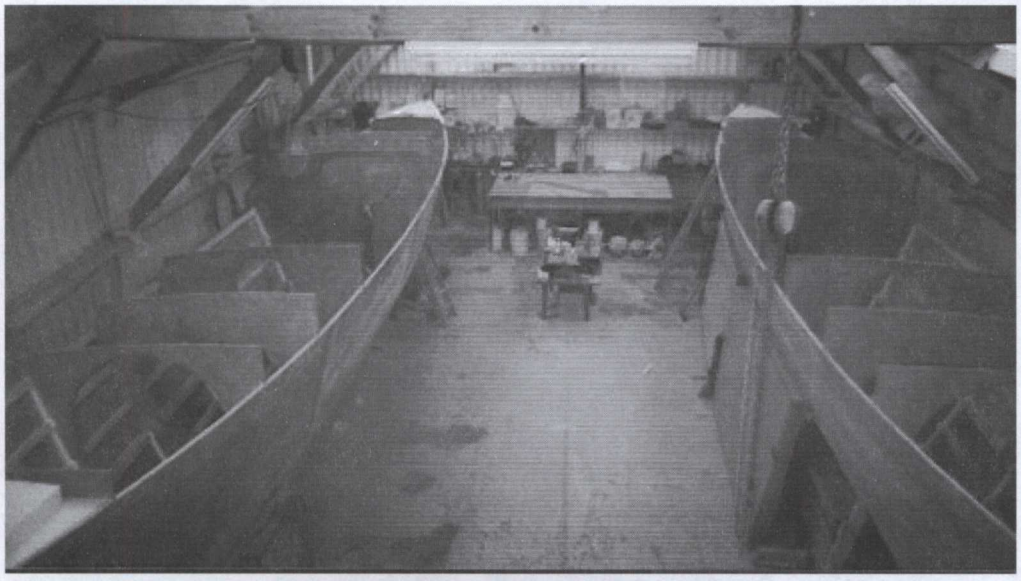
France/Martinique

October 2002 – April 2003

Now the first hull of our Tiki 46 is turned over and glassed and we are preparing the hull to receive the paint. As I have to return in France for my job for two weeks, we'll begin the next hull, but not before the end of October. As a lot of pieces are ready, her building will be quicklier.

I hope the new PCA website will offer a lot of pictures of building to share the ideas of improvement and with a place to look at the cruising stories.

When our Tiki30 is finished here, I'll have more free time to help the PCA if I can be useful. The launch of our Tiki 30 is planned on the beginning of September, after our holiday in Brittany. I'll send at this time article and photos of our first attempts with our Twin Swing Wing Rig



We've just received Seapeople magazine 51. There are a lot of articles about cruising, it's good to improve my english.

The second hull of our Tiki30 has well progressed, this week we'll glue the top of the cabin.

With our Best Wishes.

Bertrand and Marie-Hélène (Fercot)

Mexico

Hi everyone, **April 2003**

The diesel is topped off and the water tanks are full so we are ready to leave for the Galapagos Islands, 'we' being two Canadian girls, Esther 21 and Laura 23, that I picked up on the dock in La Paz. I´ll check out of here Monday and then it´s a thousand miles to the islands. I expect it will take about a month.

Esther and Laura have been wonderful crew. They are world travelers and have turned into good sailors that like to be at sea, like boat food (except too many pancakes), like sleeping on deck in the heat, and like visiting other boats.

The trip down from La Paz, Baha California took a little less than three weeks with lots of sailing. We stopped at little places and resort towns without port captains, which require checking in and out to the tune of $32 plus anchoring fees (in Huatulco $6 a day). We saw bottlenosed and spotted dolphins, whales, and a turtle besides all the birds. I went snorkeling on a reef to watch all the brightly colored fishies. The girls spent a couple of days being mistaken for guests at an all inclusive resort hotel and thereby cadging free food and drinks. Every time we went through the surf we tumbled and soaked everything.

The whole west coast of Mexico has been developed for tourism it seems, at least the accessible parts, to take advantage of the great beaches and warm water and giant surf. Most of the tourists are Mexican. The Anglos go to the well known spots of Puerto Vallarta, Zihuatenejo, and Acapulco. All the tourist places are expensive. The Mexican coast is not cheap.

The weather has been hot and muggy. The air gets into the 90s and the water temp is 82 to 85 degrees. The visibility is limited by a thick haze and the humidity 85%. It is saved from being unbearable by a strong sea breeze in the day time. At night I sleep without covers in my berth and the girls sleep on deck. We are constantly sticky from salt from sweating or swimming.

Chuck (Hinman)

NEWS FROM SEA PEOPLE

Portugal

From the lagoon at Faro, Portugal **April 2003**

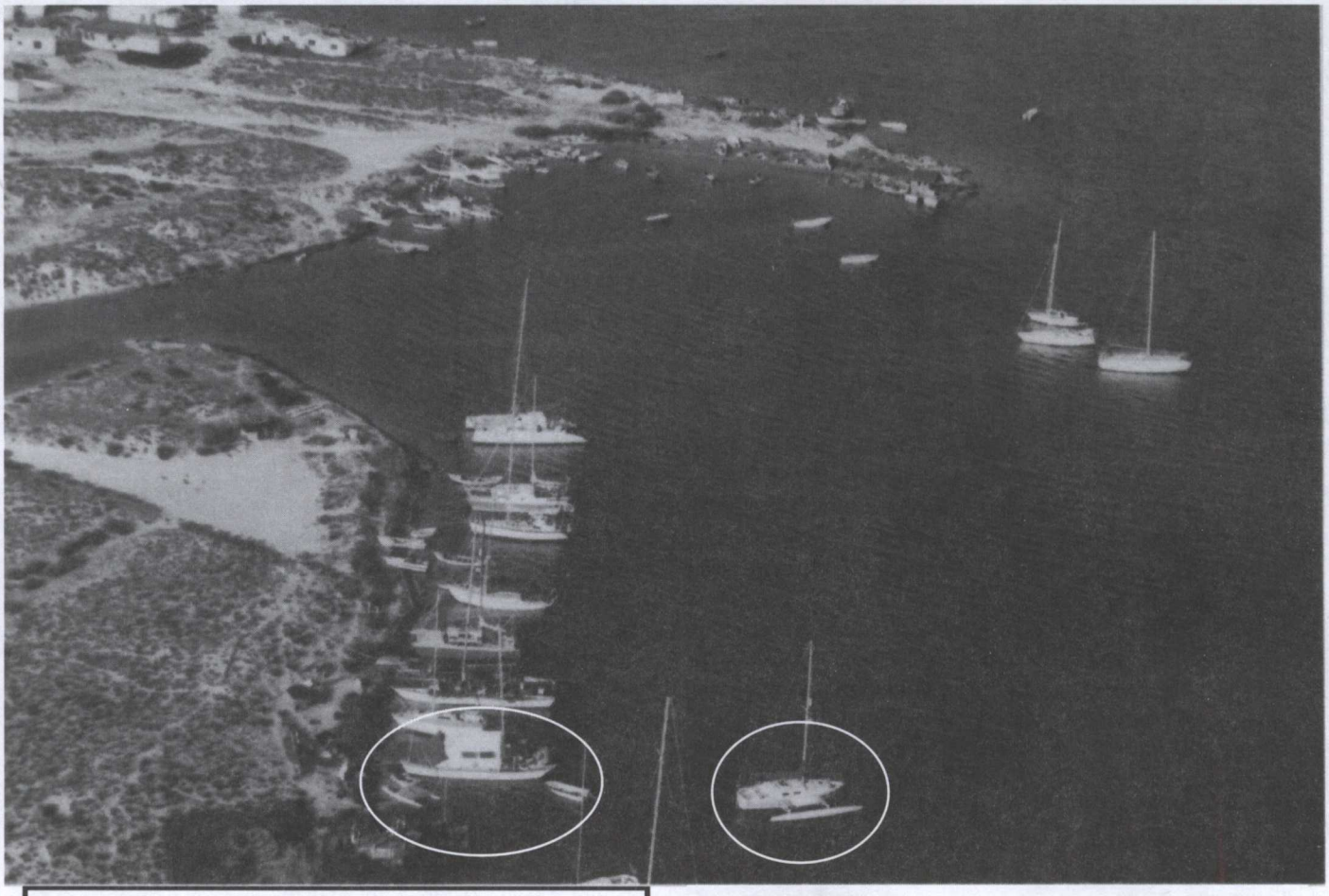
I still live onboard my Narai "If Dogs Run Free" (with white tent lower left hand side of picture), but now use my Ocean-Bird Trimaran "Swingalong" as my sailing boat and address (bottom centre).
Also pictured are my Hobie cat and my *shopping dinghy*.

Have been here 8 years so far and it keeps getting better. We had 12 Wharrams here in the lagoon in August but now down to only 7 for the winter.

From the safest place I know in Europe.

Who's crazy now ?

Gerry Fleming



USA

Hi there, April 2003

As far as a meeting in the Keys is concerned, a few thoughts...

Unfortunately, this time of year is my "season" and I am usually working 7 days a week to bring in the bucks, as is my long suffering wife, Marney, in an attempt to give us the surplus required to take off for the summer.... We are not of independant means!! So that leaves us very little time when we are in Florida, except perhaps for the last two weeks in December. I believe that Gene Perry is also in the same position, although that may change.

Clark, down in Big Pine is the only one of us who has his boat permanantly in commission down here and is also in a happy state of retirement. Another Wharram...a Tangoroa owned by Skip Lichty, is based in Biscayne Bay but I can never persuade him to join up! He is always willing, however to take people for a sail. I'm always happy to talk to anyone about cats ...try stopping me!...and would love to meet up with them when I can. Also I may be able to link them up with Skip or Clark.

Another consideration here is the size of Florida! Cedar Key (N.W.) to Big Pine is like driving from Glasgow to Lands End....It has to be a 3-5 day situation to make it worthwhile, with accomodation considerations. I'll talk to the others though...perhaps December this year.

Thanks for everything...Roger and Marney (Ayres)

Hey Rog, see who just joined the neighborhood
>>

NEWS FROM SEA PEOPLE

USA

May 2nd 2003

Remember me? I'm the Aussie guy who bought a Pahi 42 and then couldn't get it from Texas to Rhode Island. Well truth to tell, that had a bit to do with overextending myself financially and the reluctance of my wife (soon ex-wife!) to get behind the project. I sold it for a little more than I paid.

I have gone back to smaller boats from the container ships I was on. I now captain a 130 foot schooner in **Key West**. I have also got into fishing, and have now bought a Narai, **"Oborea"** in Clearwater.

Everything seems in control now. I go up in a week to bring the boat to Key West.

We both know Key West for what it is, not just T-shirt shops. I have enjoyed your fishing features in Seapeople. We both own 40 foot Wharrams, and are getting them ready for extended cruising. Read about you health wakeup. As John, the late owner of "Tirla" said, "there isn't a moment to lose".

So, I am in Key West about to get this boat, and I realized I need a lot of ground tackle!. Key West sucks for holding ground. Someone had stripped the CQR's off the boar before I bought her. She originally had 2 CQR type Canadian 45 pounders, one 65 pound same, and a 20 pound HT Danforth. I have to take the wildcat off to size new chain, but believe from an old survey it is 3/8 inch chain.

Question? What do you think I need for a primary and extras?

The reason I ask is because I recall your article on welding steel anchors. I also need a couple of big ones for a mooring. Plus I want a grappel because treasure hunting for lost anchors in Key West is VERY productive. I could get a welding shop to make up 5 or 6 anchors in one order. You said you were getting many also.

I would love your advice on anchors and rodes.

I can't tell you how excited I am about this boat. Under her builder she did 4 Atlantic crossings, both single and double handed, so she has the runs on the board.

Have replied to Dave, would an anchoring supplement be of use to members ???

Look forward to hearing from you, and keep re-building Mirage. And keep up the good articles. This boat should give me good writing fodder!

May 20th

Sailed the Narai down from Clearwater.

Impressions: Thoroughly enjoyed the boat. Lovely feel about the deck space. Liked having seperate living spaces. Had a little O/B trouble, but it is a 2000 motor so should fix up OK. Boat was a pig upwind in bumpy sea and 5K of wind.

Mizzen is a bag (tanbark, probably original owner's). Main is a little short on the hoist and straight foot as in for normal boom (I have wishbooms). Also roach is not big although fully battened. It is in good nick and will "do" for now. Headsail is an old tanbark as well, so need a new one. I am very interested to replace mizzen and genny to see the difference. I am a firm believer that it is the quality of Wharram sails that makes the difference. So often they are like mine. A cruising monohull would have trouble getting to windward with these.

Clark, who built a new Tangaroa on Big Pine Key, has done a huge amount of research into sails and buying stuff here, so is a good source for where to get sails etc. He has Hood sails from the South Africa loft.

Watch for the start of Steve Tellardin's article on the practicality of making your own sails, in next issue.

I know conventional wisdom is that a mizzen doesn't do much to windward, but we found it essential for balance. Had full rudder lee helm without it. It is not a huge sail, so that will be the first new one. Will get full battens and 1 reef point.

Otherwise, these 2 fairly experienced sailors had 3 very full days rediscovering how to sail this boat. With 4 Atlantic crossings under her keel, there is a real feeling that "yes, she obviously is a good boat, we just have to learn it all again, and get her back in shape".

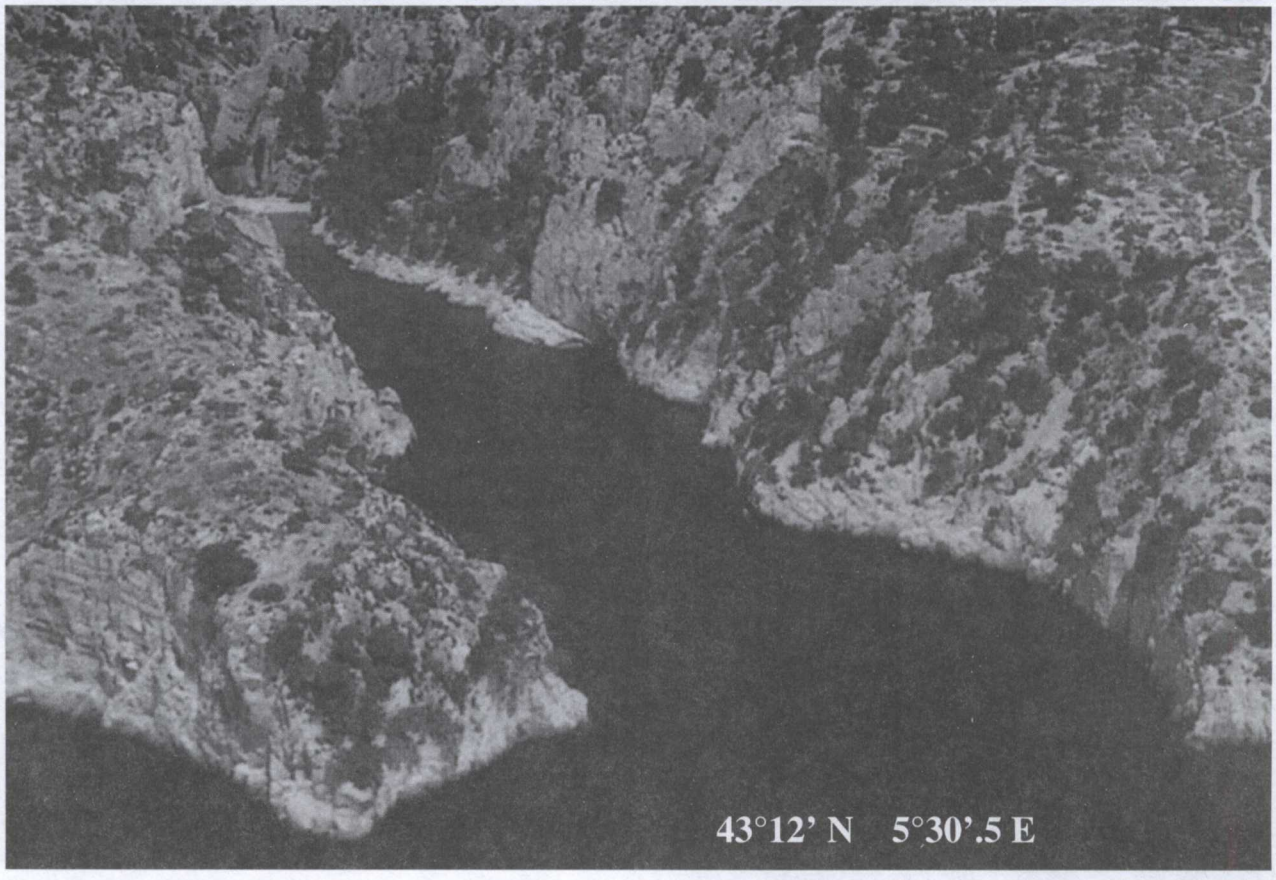
I don't even want to change the name as it feels almost disloyal to her heritage and history. I never had a problem with that before.

Had the boat out yesterday for a session of running aground and bottom cleaning.

Had a summer T-storm come thru which had the Key West sunset fleet scattering in all directions. Waterspout and all.

Cheers Dave (Chipper) Dawes..

Cat Corner – CALANQUE D'EN VAU Remy Roy



Sometimes you have just to sail few miles away from a great European city to find what you were searching for on the other side of the Earth. The Mediterranean Sea is one of the favourite summer destinations for many sailors. One of its most beautiful moorings lies in the South of France, just few miles away from Marseille.

Calanque is a general term for a steep-sided fjord-like inlet. The Calanque d'En Vau that we are going to visit in these pages is one of the most spectacular.

The entrance lies almost 20 miles to the South-East of Marseille. Between Marseille and the calanque d'En Vau you will enjoy a voyage with a spectacular straight between Ile Maire and the continent at the South end of the Marseille bay. After, you just have to sail along a beautiful white limestone coast where you can find some other calanques and some litlle islands where you can stop for the midday meal

.

The entrance of En Vau is only open to the South and gives a perfect shelter in all the weather conditions even during the strongest Mistral. The calanque is about 800 meters long with a little beach at the end. There is no hazard in the calanque. With only less than 50 meters wide at the end of the calanque there is not enough room to swing to an anchor. You have to take the mooring by placing your anchor in the middle of the calanque on the sand bottom. Then you have to tie a long line between your stern and the shore. In summer, with many boats in the place this give a meeting aspect with all the boats anchored in circle.

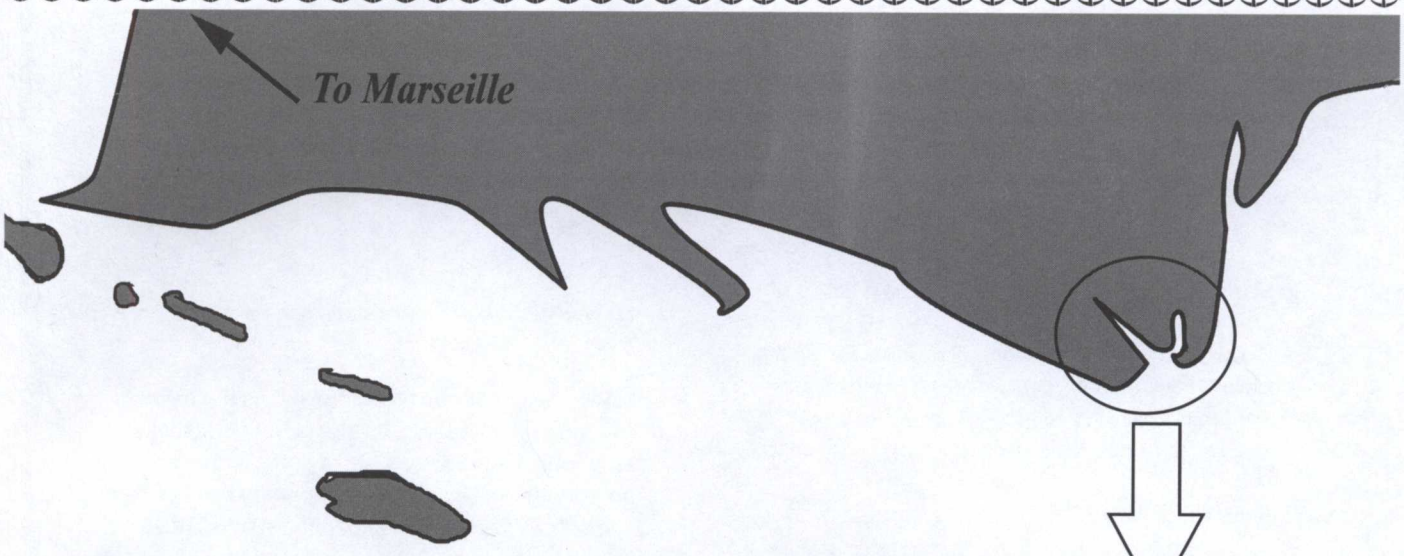
The scenery here is very spectacular with tall rocky spike and columns. The summit is about 400 meters high on the very vertical South wall of the calanque. This place is also very famous for the climbers and you will see them climbing during the day.

At night, specially during the full moon period you will appreciate the scene under the stars. The calanque is a very quiet place and is just disturbed during the day by some tripper boats coming from Cassis. The northern part of the calanque is covered with mediterranean pines. During the summer it is forbidden to make a woodfire or a barbecue.

From the little beach at the end of the calanque there is a track climbing to the summits of the northern part. Otherwise you can walk under the pines to admire your boat between them.

The water is very clear and offer you a mix of beautiful blue and green even at night during the full moon.

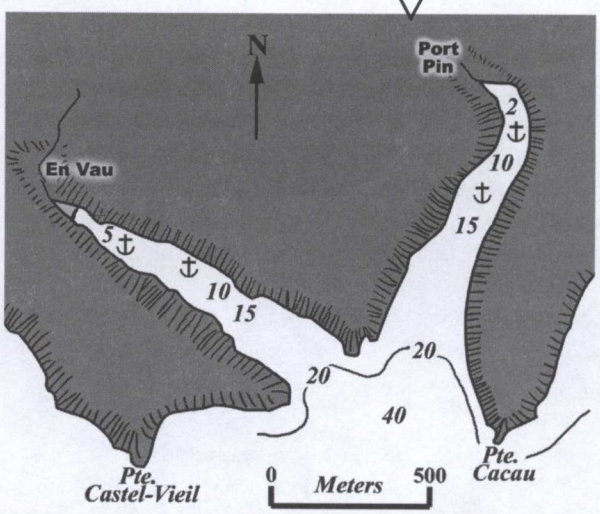
Cat Corner – CALANQUE D'EN VAU Remy Roy

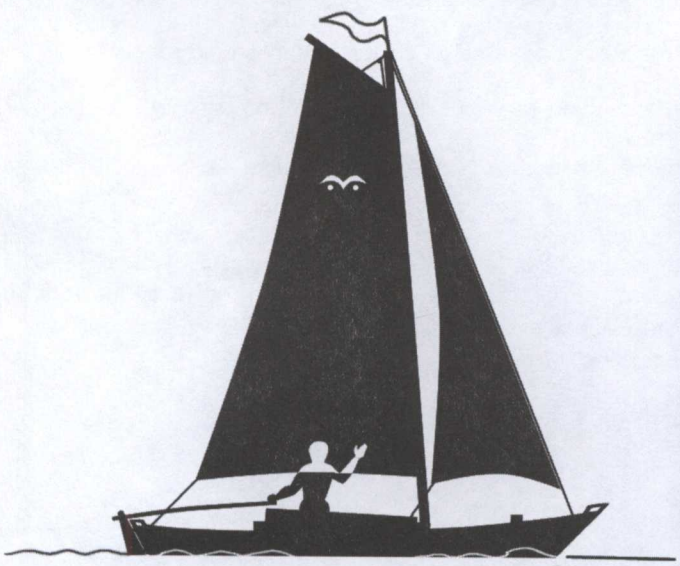


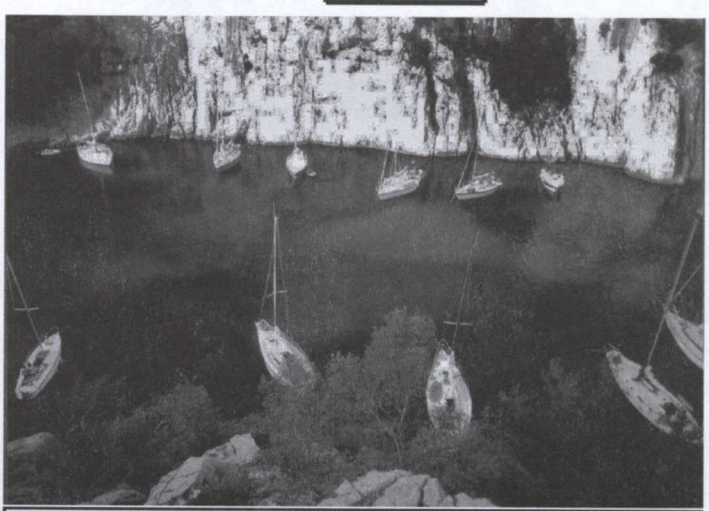
To get the benefit of the best place to anchor, it is better to come in about the middle of the afternoon. That done, you can enjoy some bathing in the clear water with still some sun above the rocky cliffs.

In Summer it is possible to not find enough room to anchor. In that case you can go to the other calanque named Port Pin which shares its entrance with En Vau. Port Pin is not so deep and so wide as En Vau. The draught at the end is very shallow.

During the sunny summer days you can also find some nudists lying under the sun on the rocky slopes. If you want to take a naked sunbath remember that nudity is only a tolerance in the calanques.







Looks like we need to get more cats in there!

To give advice at the end, En Vau is for me one of the best places to stop after a good sailing day just before crossing to Corsica or Balearic Islands.

Remy

Letters Letters Letters Letters Letters

Do send us letters and postcards, emails, telegrams and porpoise post. It's good to hear how things are going in your part of the world, and to share your concerns.

Hi there,

We have a Tiki 21 "Thiamat" and want to replace the wooden centre platform section because it is getting old and is heavy. Do you know any members or articles which can help us with some idea's ?

Especially now with all the new lightweight materials.

Many regards,

John and Marlie Schoutrop-Mols johnmarlie@home.nl

Sadly, lightweight materials tend to be more expensive in terms of cost or labour than plywood/epoxy. However, for the smaller boats, anything that makes set up and take down easier can be reward enough for some additional costs.

Dave - editor (see page 21)

Hello SeaPeople,

In Sept/Oct 2002, I was sailing in the North & South Brittany, & the islands of Belle Ile & Ile de Yeu.

Ile de Yeu its a small island, but so very beautiful. It has everything, forests, beaches, history & a nice fisherman's harbour. At this time we are back in Hamburg. I look forward to the next time, but sailing in Europe is expensive.

Greetings & best wishes – Johan Pusl & Barbara Steinhoff

Hello, bonjour,

The sea people 51 has arrived at home last 10 april and I am sending my subscription ! Thank you for the magazine !

I crossed over the south of France last year by "les Canaux du midi " with my TIKI 28 "Leonardo"and I have to say that it is really beautiful but sometime not too wide: bridge width or lock width are very often 5,5 meters and Leonardo width is 5,05 meters ! I was alone on the boat and I was very pleased to get a really cooperation of channels people !

Les canaux du midi are really a good way to join Mediterranean sea to Atlantic ocean with full of places to get a quiet rest .

Claude (Borde)
Soon on the sea, may be in July near Rance in France !

As Claude mentions French canals can be a great way to traverse "La Belle France" but width on some, will limit some of the larger Wharrams viz Midi 5,45m, getting to the Saone is limited to 5,00m from N.France, 5,10 from the Rhine and 4,50 crossing the Brittany peninsula...Dave(editor)

The Pushpit.....

Dates for your diary -

***Sep 1st** deadline for next magazine materials*

See "News for SeaPeople" on page 4 for meets.

Sep 20 PCA AGM, Dolphin Hotel, Southampton
5:30 Social get-together
7:00 AGM business begins

Dave ;

First we hope your health improves, all the best.!

Love mag 50, Great job, to all who helped thanks!!!!

Steve Tellardins art. was my favorite, I love accounts that are so honest like that and sum up things we all have done and felt but maybe not put on paper .Thanks Steve.

Love the whole mag , glad to be a member

Jim Mathieson

Thanks Jim, I'm feeling fine....just need to be a bit more careful about things now and in the future, Dave

Hi to all Sea People, from the deep South.

Our Pahi 63/no. 18 continues to grow. Closing in hull one, Hurray! People from all over our lovely planet are visiting our building shed to ooh and aah and also to help us build.
All navigators be aware, our weather systems are currently in the pivot point between Elnino and La Nina, ancient records kept by our Waitaha people tell us to expect chaos in our weather patterns for 12 months, as our major ocean currents reverse, once they reverse and settle down, they are voyaging tides for 25 years! Flowing at 4 - 5 knots, they are better with you than against you, observe, ponder, act.

Remember, we will have peace by loving peace, not by hating war.
Love and regards, Stoney & Meg Bourke

Hi,

I received the latest PCA mag Seapeople 51, cancelled all morning plans and read it from cover to cover on the spot, Ann and Neville's article about PEACE IV was brilliant, inspiring!

Thanks,

David Mitchener

SMS received by PCA Secretary 30 May 02:24 UTC

"Maiden voyage of PeaceIV completed today. 7654nm from Bristol, England to Rhode Island,USA. Good boat. Now to finish her. But first a hot bath and a rest.

X,

Ann and Nev

Support your Association And spread good fortune....

With a lucky PCA burgee and clothing too your voyage is assured of success.....
Reading matter? Back numbers of course!

Committee member Gerald Winkler shows our Burgee in the Adriatic That's the way to do it!

NEW RED BURGEES, DOUBLE THICKNESS, PRINTED LOGO BOTH SIDES.....£12 INC. P&P

TEE-SHIRTS (round neck).....£12 EA + P&P
POLOS/TENNIS(collar + buttons).....£15 EA + P&P
SWEATSHIRTS.....£16 EA + P&P
BACK ISSUES of Seapeople.....£3.50 EA INC. P&P

BUY IN BULK .....5 ISSUES... £15 INC. P&P.....10 ISSUES...£25 INC. P&P

PACKING & POSTAGE ON CLOTHING ITEMS: UK: £2.50 FIRST ITEM, £2 EACH EXTRA ITEM
EUROPE AIRMAIL: £3 PER ITEM
WORLD AIRMAIL: £5 PER ITEM

PAYMENT WITH ORDER, IN STERLING CHEQUES AS PRICED ABOVE (OR CREDIT CARD – PHONE OR WRITE), OR PLEASE ALLOW £5 FOR OUR CURRENCY CONVERSION COSTS. THANK YOU!

OUR ADDRESS: PCA ORDERS, 118 HOWETH ROAD, BOURNEMOUTH, DORSET BH10 5NS, UK.

FEEDBACK

Fish/Crab traps query

In the last issue, Dave Brooman asked where one could purchase crab/fish traps from. The simple answer is that they can be sourced from most ***Commercial*** Fishing Suppliers. These can be found in the yellow pages of any port that supports any pretense at commercial fishing. They can also be found on the internet.

Here's a couple, one from each side of the Atlantic. Prices seem to vary from about $30-£80, depending on size and complexity.

Tomahawk Traps, PO Box 323, Tomahawk, WI 54487
tel# **800 272 8727**
Coastal Fishing Supplies, Unit 61, St Michaels Trading Est, Bridport, Dorset DT6 3RR Tel# **01308 427885**

As for plans, I've seen crabpots made from old milk crates - an inch of concrete in the base, cut out baffles,removable tops of chicken wire with conical entrances + simple exit holes cut in the side (so under-sized crabs can escape).

DITTY

"For Sale - Mauna Loa, Narai Mk IV
(professionally built by Andrews Boatyard, Emsworth, Sussex 1984. 2 x Yanmar 15hp diesel engines, 2 x 25 galls stainless fuel tanks. Bermudan ketch rig, aluminium spars, assorted sails. Hull is ply sheathed, decking is Iroko with mahogany interior. Individual cabins separated by bulkheads, 6' 3" standing headroom in hulls, 8 berths, being 3 doubles, one of which has its own shower and heads fitted, and 2 singles, plus separate heads/shower. Recently overhauled, all four beams in good order. Ready to sail coastal, Atlantic or circumnavigation.

£25,000 or near offer

For more information and full inventory please email angela.woods@lineone.net

Probably the best example of a **GRP Wharram Tiki 26** that you will see. The boat has been built by a professional boatbuilder who is the owner of the boat. Launched in 1991 she is in excellent condition and has been maintained to very high standard.
Includes – new 5hp Mariner o/board – launching trolleys – solar panel – new battery – berth cushions – galley table and cooker – deck tent – spinnaker – log and sounder – jib furler. Lying near Plymouth.
£11,800 O.N.O. – further details via Mike Smith
+44 (0) 1752 822617 or **jansmith100@onetel.net.uk**

DITTY BAG

DITTY BAG DITTY BAG DITTY BAG DITTY BAG

Free Advertising in the Ditty Bag for all PCA members. Boats, plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.

****** Ditty bag ads will run automatically for 2 issues*** *(to give other members space), if you sell, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed*

FOR SALE - Wharram **Tiki 21** - "Neko"
Price £5,500 – Euro 8,000(approx)

This Tiki 21 has been transformed from a small cabin format to a large cabin. She now also has a Crab Claw Sail Rig with a Mizzen. Lying: south UK, Ply/Epoxy construction. Sails, Spars & rig: Jeckells Mainsail and 3 Jibs. Crab Claw Sail. Extensive inventory includes nav equipment, original main & 3 jibs,Tohatsu o/b and 7' dinghy with Seagull o/b.

John Ireland tel no 01903 265 877.

My **Hitia 17** "Prince of Tides" is for sale! Built in 93/94 from best materials, the boat has been completely refitted last year. With road trailer, slip wheels, deck tent and lots of gear. Reinforced foredecks, rudders and trampoline. Really in an excellent shape. Lying in northern Germany. Price : **Euro 3400. -**

Wulf Claussen, 10439 Berlin, Nordkapstr. 8 Tel. & Fax 0049 - (0) 30 - 46 79 6464
Best regards und immer eine handbreit Wasser unter dem Kiel

TIKI 26 for ***** Bargain *** The price 10.400.- €**
She is complete with everything (GPS; Outboard; Dinghy; tent; sunroof: etc.). Even includes a trailer and slipwheels. At present time she is in Croatia.
Peter (Weigel) Germany weigel@wtal.de

FOR SALE - **practically new equipment** at very favorable prices, e.g. Barton blocks for main- and mizzen sheet and jib down haul, Nylon cleats, Original Yamaha tanks etc. For full information please visit the website www.jojo.at/english/board/board.htm

Josef Mayer
http://www.jojo.at - Comments welcomed – tiki@jojo.at

"Yellow Cat" still for sale, now returned to the UK. Heavily built **Tiki31** fully equipped for cruising - wheel steering, autopilot, twin fourstrokes, cockpit tents, solar panels, ballast tanks, huge wardrobe of sails. **£10k**
Cheers, Paul.
"Yellow Cat" Rats Castle, Clovelly, EX 39 5TF
tel. 07831 392016

For Sale: Full set of plans for **Melanesia**, guaranteed not yet built along with some epoxy and associated materials.
I have decided that I am a sailor, not a builder. I will never finish especially as I now live in a flat.

Offers please to Alan Howells on 01179 442618

For sale **Tiki 21** - Asking **$3000**. Built by boat yard/ cabinet maker in 1992 – Located Newport, Rhode Island, USA.
Marine ply, epoxy. Sails are in good condition.
Mainsail by Jeckells, Jib & Cruising spinnaker by Haarstick
Evinrude 4hp long shaft, no reverse gear, starts and runs.
2 Danforth anchors & chain – Tall rig (+2') - Tent frame (no tent) - 18' ft boat trailer (new springs) - Boat is currently disassembled for road transport.
"David Dawes" dawesnav@hotmail.com (305) 587 2721

FOR SALE - Plans for **26ft TIKIROA** (No. 50) - mint condition and no boat built to these plans. Moved to a smaller house and as the years go by, I can't see that I will ever get round to building. So, the plans are now for sale at £300 or near offer.
Nick Riley, 161 Botany Road, Broadstairs, Kent UK CT10 3SD – + 44 (0) 1843 860247 nick-riley@lineone.net

CREW Available – ex Tiki 26 owner (Day skipper theory) seeks Ocean experience next year - 2004. In exchange for expenses contribution, help preparing boat etc.
Based West Midlands - travel no problem (well I wouldn't be a PCA member if it was!!)
Andy White – andy.white@mowlem.com - 01952 813466

FOR SALE TIKI 31 – Truly complete inventory including 2 new 8hp 4 strokes this year, lying Ireland.
£ 17,000
Contact Bryn or Ruth James – 01248 470967

(see picture in SeaPeople #50)